

ILLUSTRATED LONDON NEWS 1918 July-Sept. AP 4.\*
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ONE SHILLING.

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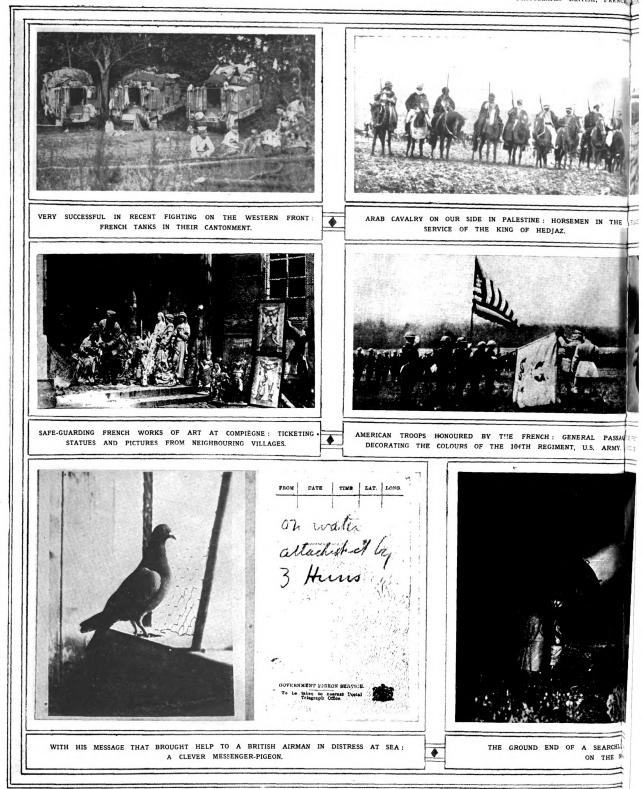
THE KING'S DAUGHTER AS A HOSPITAL NURSE: PRINCESS MARY IN HER UNIFORM AS A PROBATIONER.

Mary recently began a course of practical nursing at the Hospital for Sick a Great Ormond Street, where she arranged to attend on two mornings a week. consists of washing and dressing the babies and helping in the care of older in the Alexandra Ward, where she is on duty, her portrait hangs over a lafter her. She intends to qualify as a fully trained nurse, just as Princess

Arthur of Connaught is doing at St. Mary's Hospital. Princess Mary holds the highest certificates of proficiency in home-nursing and first aid. Besides her hospital work, she is Commandant of the Buckingham Palace Volun'ary Aid Detachment. In her V.A.D. uniform Princess Mary was present with the King and Queen at the great gathering of Women Workers at Buckingham Palace on June 29, in which her detachment took part.

## WITH THE BRITISH, AMERICAN, FRENCH, ITALIAN, AND

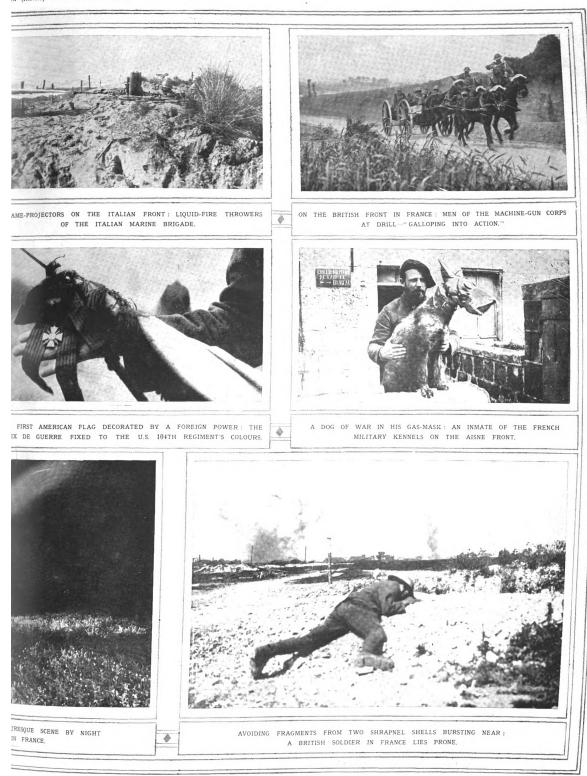
PHOTOGRAPHS-BRITISH, FRENCE



The new French light Tanks, like our own "Whippets," have proved very efficient, and have done valuable service in recent actions on the Western Front, as in the brilliant French local offensive at Cutry. In appearance these small French Tanks, each with a crew of two, arc more of the motor-car type than their larger predecessors, though, like them, they have caterpillar wheels. A driver-mechanic sits in front, completely enclosed by armoured protection, with narrow eye-slits in the casing. The gunner, armed with gun or machine-gun, is installed in a central turret which revolves. The Tank itself, which weighs 6½ tons, can turn on its own centre as a pivot. The decoration of the colours of an American regiment—the 104th—with the French Croix de Guerre was a notable event, as showing the high esteem in which the troops of the United States are held by their

#### RAB FORCES: WAR SCENES FROM THREE FRONTS.

N (NAVAL) OFFICIAL, AND TOPICAL.



notably since their gallant and brilliant exploits at Château Thierry, Belleau Wood, and elsewhere. Those who checked the German rush towards Paris on the Marne, afterwards ched along a 4]-mile line between Marigny and Bonneil. Thence they carried out, in the course of some nineteen days, a series of operations on their own initiative, congressive on a minor scale. Their drive was completely successful, and resulted not only in the capture of 900 prisoners and a large number of machine-guns, but also definite establishment of their superiority as fighting men to the Cermans opposed to them. In rifle-fire and bayonet work especially the Americans have displayed remarkable on and skill. Their own confidence, and the confidence of their Allies in them, has been placed beyond doubt by officially recorded facts.

#### By G. K. CHESTERTON.

THE most sensational thing in the last great speech from the German governing group was a touch of modesty. It was the fact that Kühlmann admitted a doubt about when the war would end, and even possibly about how it would end. None of us are likely to be much impressed with his version of how it began. The present Prussian fashion seems to be to fix the blame on the Government of the Tsar-possibly because the Tsar cannot reply. We may call it the end of the war in both senses. For those who speak thus are vague about the end in the sense of the conclusion; and also vague about the end in the sense of the purpose and the aim. Yet they illustrate a very important truth about the relation of the realities we have to face to the ideal for which we face them.

It may be stated thus—that the more definite is our ideal the more indefinite, in the sense of infinite, must be our patience. You can define how long you will work, if you will be content with anything you can get in that time. You cannot define how long you will work, if you have defined what you are working for. The Allies are not working by time-work, but by piece-work. If we had to name a piece of work as typical, we might well take Poland—a piece which should be their misterpiece. If Poland can be restored in freedom and fulness, it will be a model of the sort of ideal for which men must work and wait—not because the ideal is vague, but because it is precise.

To restore Poland is just, it is expedient—but it is not easy. It will save Europe; it will save England; it is right on every selfish and unselfish calculation except the bare calculation of the war only lasting a certain number of days. If there be any truth in the ethical eloquence we have all heard from our youth upwards about effort, about enthusiasm, about striving for the ideal or follow-

ing the gleam, here is a concrete and cogent case to inspire the labours and sacrifices that lie before us.

Meanwhile, I must congratulate the Nation on having discovered, after four years of war, what the war is all about. The very war is all about. able writers on that periodical have offered us various solutions as being idealistic solutions—or at least more idealistic than our own. When Lenin and Trotsky had deliberately destroyed the army of their own country-if they have any country-and then gone out to parley with the victorious armies of Prussianism with little pieces of paper in their hands, the Nation attributed to them not only a supernatural perfection, but a sort of supernatural power. These two or three wandering Jews were not only to defy Prussianism like martyrs, but to dictate

to it like masters. "Ideas are in the saddle," wrote the editor of the Nation, "and force will find its limitations." I should like to have his subsequent opinion about what ideas are now in the saddle in Roumania or Ukrainia, and what limitations have been found to the force of Potsdam

and Berlin. The common sense of such things is wearisomaly simple. There are realms in which ideas and force rule respectively and separately; but ideas cannot expel force from its own realm except by enterin; that realm. The limitations of force are that it cannot prevent an idea from being an idea, but it can prevent if from being a fact. An idea may be "in the saddle" of its



BRITISH MOTOR TRANSPORT WORK IN FRANCE: IN A STORE FOR THE ISSUING OF PARTS.—[Official Photograph.]

own winged Pegasus in the clouds above, but it does not, as such, prevent some thousands of Uhlan cavalry going wherever they like in the plains below. If it does not matter where the Uhlans go in reality, so long as the ideal remains as an ideal—why, that makes a perfectly logical basis for pacifism and many other things. That is the position of



BRITISH MOTOR TRANSPORT WORK IN FRANCE: SALVED MUD-GUARDS AND BONNETS
FOR RENOVATION AND REISSUE—\*\*Official Photograph.\*\*]

the Thibetan monk, of the Oriental hermit who looks with indifference at wave after wave of Oriental conquest and enslavement—and a very logical position too. It is not a very promising position for the editor of a Radical paper, for it implies abstinence as much from internal reform

and revolt as from external intervention and invasion. But exactly what complain of in a man like the editor of the Nation is that he founds his foreign policy on half this idea and not the whole of it. If he were a complete person he would be at least a Quaker, and at best an Anarchist. As it is he goes a certain way with the war, and then stops because he discovers that it is a war. Thus, in the passage with which I am now concerned, he really does not attempt to deny that the full estal lishment of a free Poland is just-that is, that it is the ideal which would be in the saddle if ideals were really in the saddle. Then he confronts the fact of force; and it is the ideal that has to find its limitations-" Germany not give this Poland; it must be torn from her. Millions of boys, etc."

Germany certainly will not give what she ought to give—that is why we hopen to be at war with Germany. Being at war oth anything is a horrible business, because milhons of boys have to suffer for it. But are we or are we not to deduce from this that justice is not to be sought save from those who will give it? If so let us say so at the start and save ourselves from sacrificing a hundred boys, or ten boys, or one boy. Are we to surrender because the sacrifice must be indefinite? If so, let us surrender before the battle, and not half-way through it. truisms apply, of course, quite as much to any ideal the Nation does desire as to that united Poland which it possibly is doubtful in desiring. Whatever it is that anybody wants-a World State, or a Socialist State, or a League of Nations. an international obliteration of nations--it might be necessary to fight for it in order to get it, and it would depend on unknown powers how long it was necessary to fight. The logical position is that of the man who will not fight at all to realise his ideal, because he is quite content with

it as an ideal. In no case can he possibly tell how much trouble it will be to make it a reality. may be something at once tough and intangible, upon its own plane, about passive resistance. But there is nothing whatever to hope or fear from partial resistance. The Bolshevik leaders might have been impressive if they had been impotent. They might have been madmen, but they would still have been martyrs; and it is true that the laurel crown of the conqueror can never eclipse the thorny crown of the martyr. But the Nation did not offer the Bolsheviks to us as martyrs, but as a sort of mesmerists. They were represented as men who by some mysterious will power would do the work of armies without armies. The Petrograd idealist was not put forward as a Christian martyr who would prove

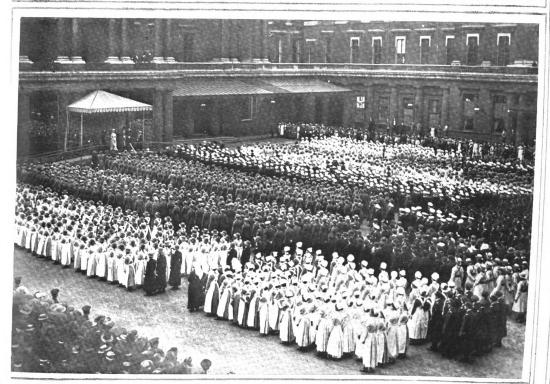
his faith by being eaten by lions, but as a liontamer who would prevent the lions from eating him. This is the compromise between consistent militancy and consistent martyrdom which the Nation really asked us to believe in; and this is the compromise that has collapsed.

### ROYAL CEREMONIALS IN THE OPEN: AT BUCKINGHAM PALACE.

PHOTOGRAPHS BY S. AND G. AND ILLUSTRATIONS BUREAU.



AN OPEN-AIR INVESTITURE BY THE KING- ONE OF A SERIES AT BUCKINGHAM PALACE: THE SCENE IN THE QUADRANGLE DURING THE CEREMONY.



THE WOMEN WAR-WORKERS' "SILVER WEDDING" PROCESSION: SECTIONS DRAWN UP BEFORE THE KING AND QUEEN AT BUCKINGHAM PALACE.

titure held by the King in the quadrangle of Buckingham Palace on Saturday, one of an interesting series—began and ended on the note of the Victoria Cross. I headed the recipients of decorations: Sergt. Mountain (West Yorkshires), who, men, held 600 Germans at bay for 27 hours; and Private T. Young (Durhams), out under fire nine times to dress wounded and bring them in. The final ras Mrs. Flowerdew, mother of the late Lieut. Gordon Flowerdew, Canadian

Cavalry, who received her hero-son's Victoria Cross.— The Royal Silver Wedding Procession of 3000 Women War-Workers to Buckingham Palace on the same day is shown in the lower illustration. The sections are seen marshalled in the forecourt in front of the canopied royal stand. After the Royal Address by his Majesty the sections marched past: V.A.D.s, "Women,'s Legion," W.A.A.C.s, "Wrens" in sailor caps, Land Girls, green-capped Foresters, National Land Service Corps girls, Munitioners, and many others,

#### BASE-BALL HOW IT IS PLAYED.

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#### By FREDERIC COLEMAN.

THE American game of base-ball is a fascinating game to watch, whether or not the spectator is an expert. Its great charm lies first in the rapidity of the game, the action in which is continuous. When the game begins, the nine players of the team that has "taken the field" are placed in various positions from which they can most easily co-operate in fielding the ball should the batter, or striker, succeed in hitting it. The positions of the fielding team are stereotyped. This is due to the "diamond," on which the game is played. At one of the angles of the diamond is what is called "home base," or "the home plate." Home base consists of a white rubber square, twelve inches in diameter.

From home base one of the sides of the diamond, which are ninety feet in length, leads to the right to "first base," situated at the next angle. Still on, another ninety feet, lies "second base," in the angle of the diamond that is opposite to home base. The fourth angle, across the diamond from first base, is marked by "third base." Thus the player who runs from home base past first, second, and third, and back to the home plate, makes the circuit. The completion of that round of the bases, and the successful crossing of the home

base thereafter, without having been "put out" during the progress of the circuit, is the object of each player, for each such circuit scores one run, or tally.

Just as the batter's great object is to make a "run" for his side and increase its score, so each of the nine men of the fielding team strive to prevent him from doing so, by endeavouring to "put him out" before he reaches the home plate and safety. There lies the charm of base-ball—nothing scores save the final success of crossing the home plate.

The game commences with the "pitcher," a player corresponding to the bowler in cricket, in his position in the centre of the diamond. He faces home base, beside which stands the batter—a member of the opposing team, which has the brist turn, or "innings." The pitcher throws the ball with lightning speed, so that it passes over the hom? plate. The batter strives to hit the ball fit passes him, the "catcher" (a player of the fielding team) catches it and throws it back to the pitcher for another delivery. Every ball thrown by the pitcher is accounted for. If the ball goes over the foot square plate, above the

batter's knee and below his shoulder, whether or not the batter strikes at it, it is called a "strike." Should the pitcher throw wide, or too high or too low, and the batter refrains from striking at it, it is called a "ball." Three "strikes," and the ball not hit, puts the batter "out." Four "balls" gives the batter first base. If the batter hits the ball before three strikes or four balls are called, he runs for first base. Should the ball be caught before it touches the ground, the batter is out. If it is not caught, a fielder must stop it and throw it to first base so quickly that it arrives in the hands of the "first baseman" before the running batsman has succeeded in reaching the base. If the runner gets there first, he is "safe." If the ball gets to the baseman first, the runner is "out."

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During the runner's progress the fielders will try to catch him off one of the bases. If a player among the fielders touches a runner with the ball when the runner is off a base, he is "out." No two runners can occupy the same base simultaneously. Three men "out" retires the batting side, which then takes the field. Each team has nine batting "innings," and more, if the ninth finds the score a tie.

#### MORE ABOUT THE FRENCH FIGHTING POETS.

ALL French war-poetry has a characteristic which serves to remind us that France is the oldest and most seasoned of the fighting nations. To the average Englishman war on the grand scale is a strange and unnatural phase of national life; even now, after nearly four years of an all-in struggle, he hardly realises that he is merely the subject of one of Nature's august experiments. He cannot see the naturalness of it all, as the average Frenchman does, whose Republic has been shaped to its present form by two thousand years of incessant warfare. Here and there, in a letter from the trenches, we find one of our fighting men dwelling upon the sad. glad truth that war is a natural thing and in-evitable. "These things are natural," wrote the late Ivor Campbell, a Stevenson in becoming, who fell in Mesopotamia. "I suppose we have been fighting a thousand thousand years to a thousand years' peace; hence the beauty of the scene and action as a whole-that beauty defined as something strange, rarefied; our deep passions made lawful and evident; our desires made acceptable; our direction straight."

Yet to most of our soldier-poets these things appear unnatural, unusual, unhuman, and that is

why their war-poems are so utterly unlike those which come from time to time from the French lines, and are so often inspired by a shining certainty that Frenchmen, after all, were expressly created to die for "la douce France." War is as much a process of Nature as Love to all French poets, soldiers or civilians; and that is why Allard-Méeus and his fellow-cadets at St. Cyr made a vow, at the beginning of the present dispensation, never to go into action except they were attired as bridegrooms at a military wedding, wearing white gloves and having their kipis adorned with the casoar, or red-and-white dressplume. And that is why the songs of the French fighting poets are so often a combination, incredible to English readers, of quiet nature-poetry and ceremonial rhetoric.

This characteristic is as evident in the songs of Paul Déroulède, Théodore Botrel, Paul Fort, and other non-combatant poets as in the verse written at the front. It is conspicuous in the contributions of Mme. de Noailles (that undaunted daughter of desires), Edmond Rostand, and other famous authors, to the little trench-journals in which the merits of the "75" or of the bayonet or of a big uncle of a howitzer are celebrated by less skilful

#### By E. B. OSBORN.

pens. The first two lines from a sonnet by Jacques de Choudens, who travelled from Haiti to join up—

Terres, fleuves, forêts, ô puissances occultes,

C'est votre ame qui bat au bleu de nos poignets—inspire a thought of devotion to the sacred soil which is always recurring in the poetry of the trenches. The ceremonial aspect of all this verse is conveyed in phrases and whole lines which seem to have been pilfered from Béranger and his contemporaries. But it is the thrilling note of righteous hatred which strikes one most in the later pieces. The "bonne humeur bienfaisante" of the young officers of 1914 and 1915 (not one in fifty is left) has passed away; it could not survive the spectacle of the German's bestial brutality. We are startled to read in an English soldier's book of verse the grim warning—

Never trust a German until he's stiff and dead; Then chloride-of-lime him, and be careful where you

But this grim reflection is gentle, genial, in comparison with some of the unpublished poems I have seen in which the French fighting poets see themselves executing judgment across the Rhine. These do not merely preach the "Revanche." They are the Revenge itself.

#### AMERICA'S TRANSPORT MIRACLE.

6

#### Bu ARCHIBALD HURD.

M. BAKER, the Secretary for War in the United States, stated the other day that 900,000 Americans had already been landed in France. Of course, they are not all combatants, because an army must have many men behind the line. But, whether actual fighters or supporters of the fighters, does not affect the marvellous character of the miracle which America is performing. It may be we ought to speak of two miracles, for the raising of the army was in itself a remarkable achievement. But its growth is nothing like as marvellous as the rate at which it has been transported to Europe since the German offensive began in March last.

An army is not a mere matter of officers and men; it must be provided with heavy guns and light guns, horses and mules, motor-cars, wagons and carts, and an enormous mass of paraphernalia of one kind and another, quite apart from aeroplanes, ammunition, and stores. It has always been calculated that every soldier carried by sea requires about five tons of shipping. Perhaps that statement conveys some idea of the wonderful character of the achievement of the United States, supported, of course, by every assistance which we could give. Behind this transport movement

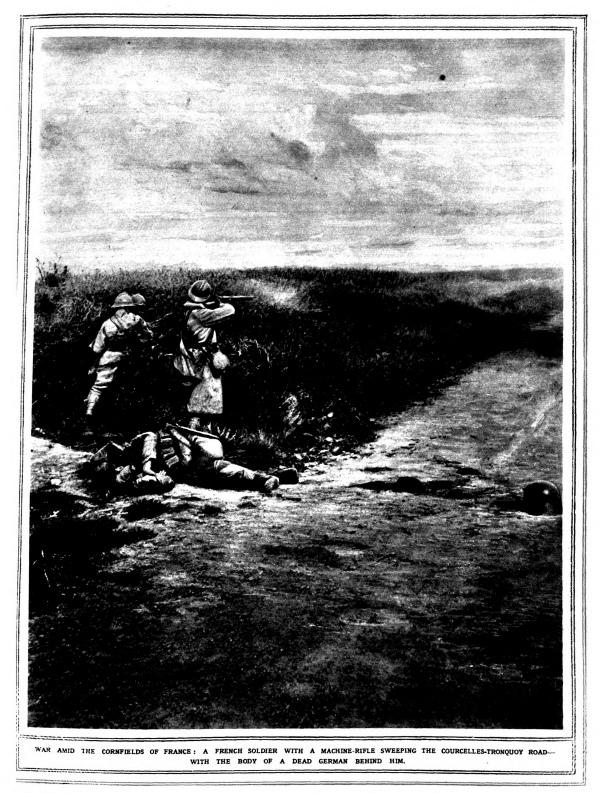
there has been one of the most perfect schemes of organisation ever devised. The ships had to be suitable for the army, and arrangements had to be made to ensure that when each batch of troops reached its selected port the ships would be ready to embark them.

But that is only one aspect of this triumph. While the transport movement has been proceeding day by day and night by night, the Germans have been attempting to ruin it. They have sent out every available submarine, in the hope of sinking the ships and drowning the troops. The leaders of the German Navy early last year gave what amounted to an undertaking to the German people that, even if the Americans raised an army, the submarines would prevent that army reaching the Western front. There is evidence to show that every effort has been made to keep, at any rate, that pledge. Ruthless warfare has been waged on these transports by the enemy. We have heard little about it, but during the past three months or so the enemy has been waging great defensive operations in the Atlantic and in the Channel. The most skilled submarine commanders have been doing their best to impede the transport movement; but the measures taken by the

British and American Fleets, working in the most cordial co-operation, have resulted in the decisive defeat of the enemy. But when the first transport left America no one could be sure of success, and so, looking back, we may well pay a tribute to the courage of the American troops who set forth across the Atlantic to face unfamiliar and deadly perils.

And now that the American Army in France is passing the million mark, it may be well to remember that it is one thing to transport an army and quite another thing to maintain its supplies. An army needs an enormous volume of shipping always at its disposal after it has disembarked. When a maritime Power lands troops it gives hostages to the enemy. That is what the Americans have done with open eves. They know very well that they must maintain a stream of shipping across the Atlantic in face of the enemy's submarines. They have not been afraid to confront this responsibility, though it is greater than that which any country has before accepted. The Allies welcomed America's intervention in the war, but the feelings which it aroused in anticipation of the movement of troops will be overshadowed by the wonder which will be excited when the full story of this transportation movement can be told.

#### GALLANT DEFENDERS OF "LA PATRIE": FRENCH SOLDIERS IN ACTION.



: gallant armies of France continue to put up a splendid fight against the invaders of ir country. Our photograph, taken by a combatant during action, is typical of the ditions under which the individual French soldier fights. The man standing on the it of the little group is firing his machine-rifle at the enemy advancing through a field corn, while behind him lies the corpse of a German—one of those killed in the first re of the enemy's attack which had been repulsed. In spite of the advances which

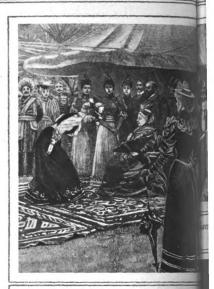
the Germans' preponderance of numbers enabled them to make earlier in the year, the French are fighting with unbroken courage, and their spirit is as dauntless as ever, for they know that time is on the side of the Alijes, and that every day brings nearer the turn of the tide. Nor are they always on the defensive. Of their recent victory south of the Aisne, which brought in 1200 prisoners, Mr. G. H. Perris writes: "The troops who achieved the success midway between Villers-Cotterets and Soissons are in high fettle."

#### JULY 6, 1893-1918—THE SILVER WEDDING

ILLUSTRATIONS NOS. 1 TO 6, DRAWINGS BY "ILLUSTRATE



at the opera, at the royal wedding performance of goundd's "roméo et juliette," on july 4, 1893 : the royal box.



THE MARLBOROUGH HOUSE GARDEN-PARTY
QUEEN VICTORIA RECEIVING THE GUESTS.



IN THE CHAPEL ROYAL, ST. JAMES'S: QUEEN VICTORIA CONGRATULATING THE BRIDE AFTER THE CEREMONY.

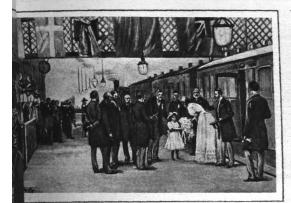


LEAVING BUCKINGHAM PALACE AFTER THE WEDDING BREAKFAST: T PRINCE OF WALES (KING EDWARD VIL) THROWING RICE INTO THE CARRIA

July 6 is the Silver Wedding Day of King George and Queen Mary, the twenty-fifth anniversary of the auspicious event of 1893, and their Majesties are attending a Special Sil Wedding Service at St. Paul's. In the illustrations on this page, we reproduce royal wedding-day incidents and scenes from "The Illustrated London News" of July 1893. In the fit the personages are, reading from left to right, the King (then Duke of York); the Queen (then Princess May); the present Grand Duke of Hesse (who had succeeded to the tithe previous year); the Grand Dukelsos of Mecklenburg-Strigtitz, grand-aunt of Queen Mary (who died two years ago at the age of eighty-four); The ex-Emperor of Russia (t Tsarevitch); the late Queen of Denmark; Queen Alexandra (then Princess of Wales); and the late King of Denmark. In the seventh illustration the names (left to right) are: Back ro

#### E KING AND QUEEN: PICTURES OF '93.

SPECIAL ARTISTS; No. 7, PHOTOGRAPH BY LAFAYETTE,



ING LONDON FOR THE HONEYMOON: THE PRESENTATION OF A BOUQUET ON LIVERPOOL STREET STATION PLATFORM.



AT SANDRINGHAM: THE ROYAL PAIR DRIVING THROUGH THE VILLAGE TO YORK COTTAGE.



ON THE WEDDING DAY: THE DUKE AND DUCHESS OF YORK (NOW KING GEORGE AND QUEEN MARY) WITH THE BRIDESMAIDS,
OF WHOM ONE IS NOW THE PRINCESS ROYAL, TWO ARE QUEENS, AND ONE IS A CROWN PRINCESS.

incess Alexandra of Edinburgh (now the Queen of Roumania); Princess Victoria of Schleswig-Holstein (Princess Helena Victoria); Princess Victoria of Edinburgh (now the Grand Battenberg (now Princess Andrew of Greece) and Princess Margaret of Connaught (now Crown Princess Sweden). Seated on the ground is Princess Battenberg (now Princess Battenberg (now Princess Andrew of Greece) and Princess Margaret of Connaught (now Crown Princess Sweden). Seated on the ground is Princess Beatrice of Edinburgh (now Princess Andrew of Greece) and Princess Margaret of Connaught (now Princess Sweden). Seated on the ground is Princess Beatrice of Edinburgh (now Princess (Ordens-Bourbon of Spain). In the centre is the Queen; and seated on the ground to the right are Princess Victoria of Battenberg (now the Queen of Spain) and Princess Patricia Connaught—[Drawings Copyrighted in the United States and Canada.]

#### OUR MINOR AIR WARS.

So much attention has been concentrated of late on the operations of the Royal Air Force in France that people are a trifle apt to forget the equally gallant work of the detachments in distant war-areas.

So far as the Near East is concerned, conditions are much as they are in France, except that on both sides the aeroplanes used are not, as a rule, of the very latest type, nor are they used in such vast numbers. For example, in the Balkans and in Palestine the Germans were using the Fokker monoplane long after the Albatros

biplane was in general use in France. We, on our side, were using modernised B.E. biplanes in those areas for some time after they had been replaced in the West by Bristol Fighters and de Havillands.

Apropos this custom of relegating the older types to the minor wars, rather amusing story comes from Palestine. One of the local "star turns" of the German flying troops ("Feldfliegertruppen," as they them) had just acquired a brand-new Albatros, and considered himself at once to be the King of the Air in those parts. The first day he took it out he met two British machines, which he thought that he recognised as Martinsyde "Elephants," an excellent type of machine which was then becoming a trifle out of date. As he flew towards them he climbed rapidly, so as to get the upper berth for his usual dive on to his victim's back. Naturally, when

they saw him climbing, the British machines climbed also, and, much to the Hun's annoyance, they climbed as well as he did. So he set to work to climb in earnest, and still those Britishers climbed as fast as ever. Finally, he reached

his absolute "ceiling" and could go no higher; and, to his intense disgust, the others went on above him.

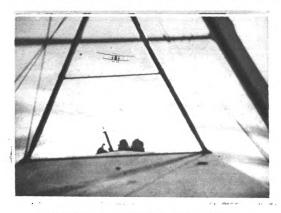
Seeing that he was now at a distantage, the Hun pilot did the wise thing—pushed the nose of his Albatros down, and dived for his life. He was, therefore, thoroughly alarmed to find that not only did they descend as fast as he did, but they manœuvred at the same time so as to cut him off from his own lines. Never a shot did they fire; they just shepherded him over the heads of the British Army till he was forced to land on a British aerodrome, where they landed quietly beside him.

So fast did the German dive that he burst an ear-drum. However, despite his damaged ear, the first thing he did when he climbed out of his machine was to go over and inspect the machines of his conquerors. And only then did he discover that he had been up against two of the newest Bristol Fighters, carrying three machineguns apiece, either of which could have blown him to bits in the air if they had been so disposed.

Certainly nothing could exceed the ingenuity shown by the flying people generally in all these distant war-areas. One of the little campaigns about which practically nothing has been heard is that carried on by the Shereef of Mecca against the Turks in that part of Arabia known as the Hedjaz, which is all the country to the south and south-east of Palestine.

Only recently it was made known officially that a small detachment of the R.F.C. had been

operating in that part of the world. The country is mostly sand covered with thick low scrub, or else bare, rocky mountains. Landing an aeroplane is impossible except where the scrub has been cleared away beforehand; and, as the aeroplanes operate further and further inland, working parties have to go ahead and prepare ground for them. In one instance—merely as an example—a machine came down far from its aerodrome, owing to engine trouble, and, of course, was smashed in the scrub, though the crew were undamaged. It took some days for a gang of mechanics to reach it, with a motor-car carrying



IN THE AIR IN A HANDLEY-PAGE PURSUING A 'PLANE.

Official Photograph.

tools and stores, to salve the engine and other valuable parts. Every day while they were working on it the officer commanding the detachment used to fly over from the aerodrome and drop



DUG-OUTS FOR AEROPLANES: SHELTERS TO PROTECT MACHINES FROM BOMBS AND SHELLS ON THE WESTERN FRONT.

fany of the R.A.F. squadrons are very near the line in France, and, as a consequence, piles o sand-bags are employed to protect the aeroplanes from enemy bombs and shells. Official Photograph.

bags of fresh food and little luxuries for the men. Then, after circling round to see how the work was progressing, he used to fly back home again without landing, for any attempt to land and inspect the job would merely have meant another smashed aeroplane.

Something very similar happened in the East African Campaign, when a two-seater came down and was smashed in the scrub, again without injuring the crew. In this case there was no sand, By C. G. GREY,

but there were swamps and mosquitos and snakes of various kinds, not to mention lions and an occasional rhinoceros. It was some days before the crashed aviators were found by other aeroplanes sent out to look for them. By that time they were without food, and, though they were not dying of thirst, swamp water is not a tempting beverage. As in the Arabian adventure, landing was impossible for the relief-machines. However, they dropped food and cigarettes, and, one believes, a pocket compass, and encouraging messages, and flasks of stimulants. Two or three times a day a machine would

come over to make sure that the two tramps were keeping to the right line of country, and finally, after a week or so of hard travelling, the wanderers came into camp, very weary and worn, and pretty bad with fever, but otherwise unburt.

There is also a story, less well authenticated, of an aeroplane which came down in the bush and disturbed a rhincceros, who, being mightily offended at this strange thing from the skies which interrupted his meditations, proceeded to dance a sarabande in the middle of the wreck. The splintered spars stuck into even his thick hide, and the tanglement of wires irritated him by refusing to break like the ordinary bush creepers to which he was accustomed; so he finished up by lying down and rolling the whole thing flat. Meantime, the pilot and passenger, thankful to have escaped his personal attention, made them-

selves scarce, and safely reached their aerodrome.

There is also to be told the whole story of the seaplanes which operated on Lake Tanganyika against

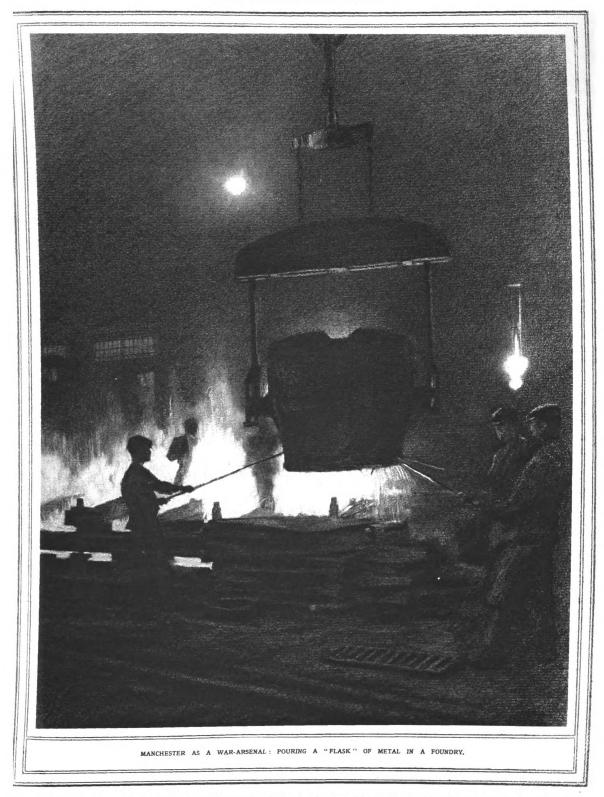
the German motor-boats, and how those big machines with their great floats were transported to the lake. Then there is the story of the operations in the rivers along the East Coast of Africa, including the full history of the operations against the Königsberg in the Rufigi River, which has only been told in the studied moderation of an official despatch. One of the minor passages would describe the surprise of a stranded aviator who, on turning up late one evening at the bungalow of the civil magistrate of an utterly uncivilised community, only just released from actual slavery under the Germans, found that functionary dining in solitary state off a white table-cloth, and clad in full evening dress, starched shirt and white tie complete, because, as he said, it was good to impress the Pax Anglica on the natives, and also these symbols ot civilisation preserved the wearer's self-respect and prevented him from "going Fantee"—otherwise degenerating, via dinner in pyjamas, down to the level of the people of the land.

Also there is the whole true story, told recently in part by Mr. Rudyard Kipling, of the seaplane pilot and

his passenger who, being lost in a certain archipelago, were finally found after many weeks by a searching ship, at a time when they had firmly established themselves in the affections of the natives, and had taught the headman of their island and all his people to sing "Hello! Hello! Who's Your Lady Friend?" It is said that, while the aviators were rejoiced at being able to return to active service, they are resolved, when peace comes, to revisit the scenes of their unwar-like conquests

#### COTTONOPOLIS" A VULCAN'S FORGE: A MANCHESTER WAR FOUNDRY.

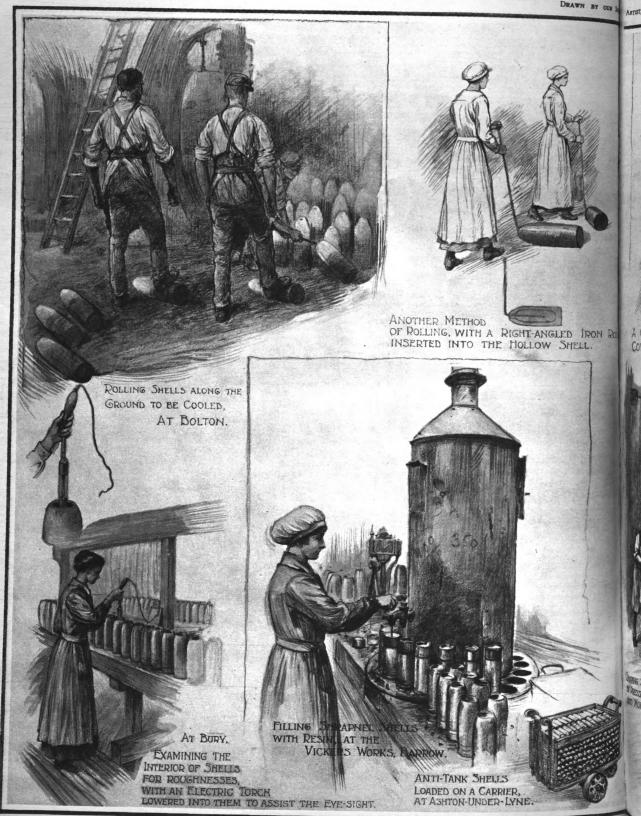
DRAWN BY OUR SPECIAL ARTIST, A. PORESTIER.



As mentioned on our double-page of drawings illustrating the production of shells in the Manchester district, Lancashire has become a great arsenal. "Cottonopolis" itself has aken on the aspect of Vulcan's Forge, since many great factories abandoned their peace-ince work for the making of weapons and implements of war. Among them are huge lants formerly used for such purposes as the making of electric dynamos, switchboards,

and various other accessories of electric lighting and tramway systems. Others used to make textile and printing machinery, railway carriages, and motor-cars; while others, again, were once chemical works producing dyes and fertilisers. The above drawing, typical of Manchester's great war-effort, was made at the British Westinghouse Electric and Manufacturing Company's works.—[Drawine Copyrighted in the United States out Canada.]

## "LANCASHIRE IS DELIVERING THE GOODS": MUNITION IN



A NEW ARSENAL OF THE NORTH: SHELL-MAKING

## THE MANCHESTER DISTRICT - SHELL - PRODUCTION.

.. FORESTIER.

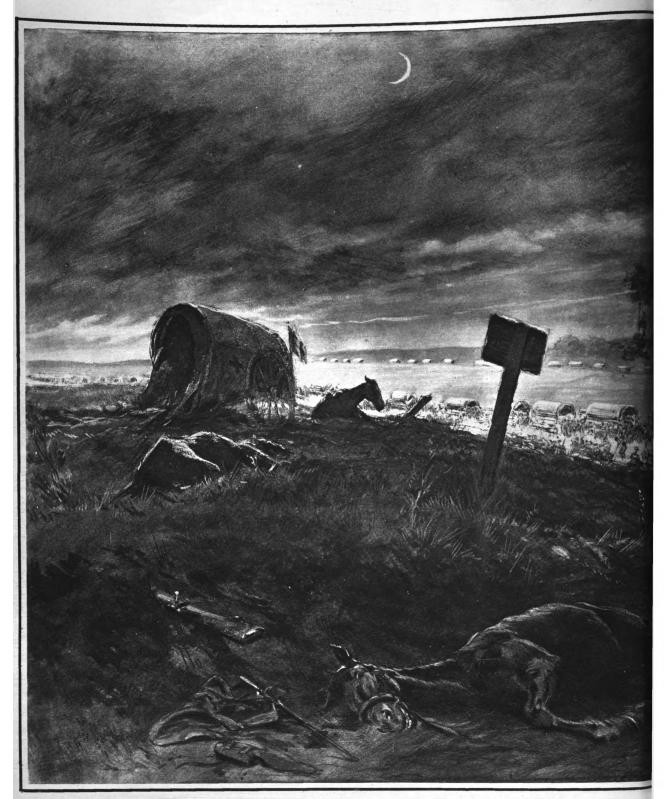


#### HUGE SCALE IN THE TOWNS OF LANCASHIRE.

he few big works which made armament before the war, and the rational munition-factories that have been established, hundreds of firms have turned from the making of textile fabrics urticles of commerce to the production of shells and other war-material, and their total output is enormous. Much of the work is done—and done admirably—by women, who, it is said, cent. of the number of munition-makers in Lancashire.

As an American visitor put it, "Lancashire is delivering the goods."—[Drawing Copyrighted in the United States and Canada.]

## PETROL POWER IN WAR: A FLEET OF MOTOR-LORRIES O

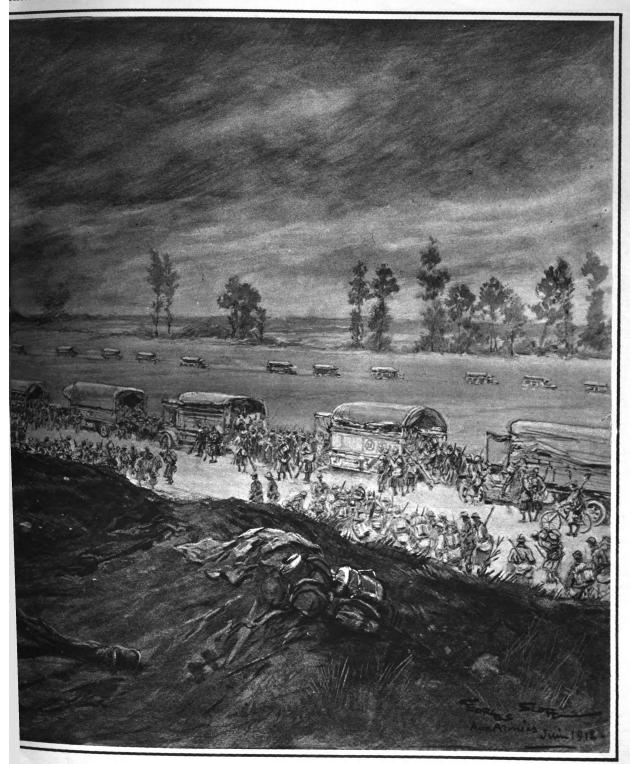


THE MOTOR-LORRY AS A RAPID MEANS OF TRANSPORTING AN ARMY: A TRIUMPH

The invention of the petrol-engine revolutionised war. Not only did it bring aircraft into the sky, but it also changed profoundly the conditions of fighting on land. Among other things it has introduced the motor-lorry, the armoured car and its off-shoot the Tank, and all sorts of other special cars, including the motor-ambulance. Motor-lorries alone have made an immense difference to the problem of transport, both of men and munitions. The extent to which they are used is familiar even to civilians at home, who see them in hundreds on the road. The French have utilised the motor-lorry with their accustomed methodical skill in organisation. Just as, in the early

#### NVEYING FRENCH TROOPS TO THEIR BATTLE POSITIONS.

SCOTT.



## ENCH ORGANISATION-TROOPS LEAVING FOR THE FRONT UNDER A RISING MOON.

of the war, the taxicabs of Paris took out an army to help win the Battle of the Marne, so now, on a vaster scale, great fleets of motor-lorries convey large a of troops from point to point of the fighting front along the roads of France. The drawing shows the process of "embarkation"; while in the background is an endless of cars, already loaded with their human freight, speeding out "line-ahead" towards the battle positions assigned to the troops they carry. Whole Divisions are thus d in a few hours, nearly always by night,—[Drawing Copyrighted in the United States and Canada.]



FA TRACE SCORE TO THE GREAT EXTRACT A RESIDENCE OF

THAT we are in for an

epidemic of what is called influenza—or at any rate a feverish and highly infectious cold—there seems no doubt. In one Government office forty per cent. of the women workers are down with it, and it has even ventured to attack some of our rulers themselves. Luckily, the complaint—which, as a matter of fact, now recurs annually—is this year of a

type so mild as to show that the original virus is becoming attenuated by frequent transmission from one patient to another, and to hold out a hope that in a few more years it may die out altogether. Whether the real influenza bacillus has been isolated. and whether it is present in the sputa of those attacked at the present time, is another story; but till now no case seems to have ended fatally, and there seems less risk of pneumonia or other dangerous sequelae than in previous years.

As to symptoms, they are by now fairly familiar to all. Fits of sneezing—accompanied, like the German lady's tears, with much blowing of the nose—and a sensation of cold, especially in the neck and back, which may cause shivering, are the beginning of the attack. Then comes the actual headache, and a "scrapiness" in the air passages, followed generally by a regular sore-throat, and at this time the patient's temperature begins to rise.

This is the only symptom by which the laity can distinguish between influenza so called and an ordinary cold in the head; and, speaking roughly, when his (or her) temperature is well above a hundred degrees, the patient will, if he (or she) is wise, send for a doctor and go to bed. By staying there, keeping warm, sleeping as much as possible, and eating little (if any) solid days food, three should see the end of the attack, after which the patient may rise and go about his or her business, with the precaution of keeping well wrapped up for at least ten days longer.

THE INFLUENZA EPIDEMIC.

much a matter of constitution, but the present

writer never found quinine, either alone or com-

It is very

all in turn been recommended.

WITH THE CHINESE LABOURERS IN FRANCE: STILT-WALKING AT AN ENTERTAINMENT BEFORE BRITISH TROOPS.—[Official Photograph.]

bined with other nastinesses, do him the slightest good in the circumstances described. Phenacetin, now called acetanilide, will relieve the headache, but wants care in its exhibition; and it is better

The second second



WITH THE CHINESE LABOURERS IN FRANCE: THE DRAGON PARADE AT AN ENTERTAINMENT BEFORE BRITISH TROOPS.

Drugs should not be taken without medical advice in this or any other complaint; but for those foolish enough to doctor themselves, or unlucky enough to live beyond medical aid, quinine, or quinine and ammonia, quinine and cinnamon, or quinine and lemon-juice have

to stick to the old-fashioned remedies once called emollients, such as gruel, arrowroot, and linseed tea. A basin of gruel in which a tablespoonful of Navy rum has been stirred the last thing at night will often work like magic, probably because it produces a pretty free perspiration. Tea may

have the same effect, but even if it could now be got good—which it cannot by some of us—is apt to increase the trouble by preventing sleep.

For that prevention which is proverbially better than cure there is little to be said under existing conditions. Fresh air, moderate exercise, and the avoidance of crowds are all counsels of perfection which in these

days of war-work in packed offices, and journeys in tubes, omnibuses, and trams, it is almost impossible to follow. Nutritious, which does not mean excessive feeding, nor living upon a diet of buns, sweet cakes, chocolates, and perpetual cups of tea, will lessen the risk of infection-as will, if Italian medical opinion is to be trusted, a sufficient consumption of good red wine. This last prescription war prices and the efforts of the Liquor Control Board have put beyond the

reach of most of us; but for those who are lucky enough to be able to follow it, is worth remembering, even at the risk of offending the more intemperate advocates of temperance.

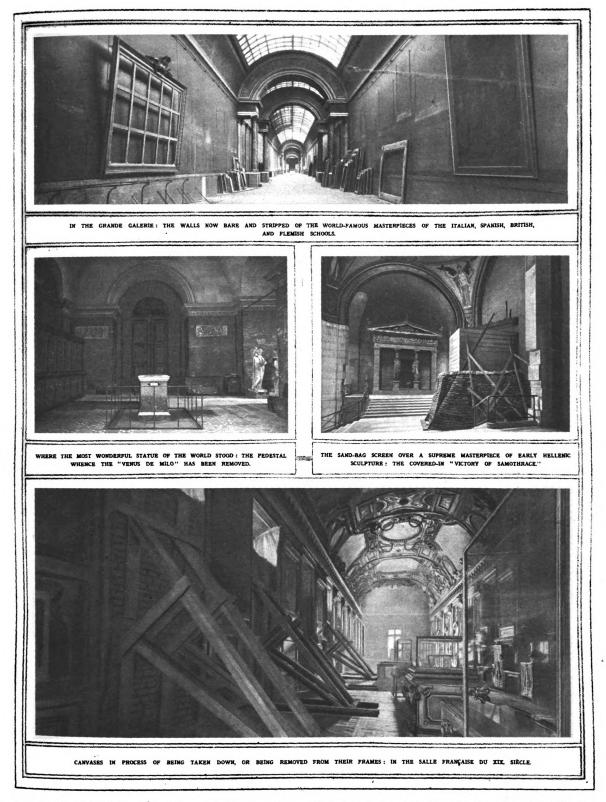
Generally, in this, as in most other transitory and not chronic complaints, the patient can do more for himself (or herself) than other people—not even excluding doctors—can do for him. The "extreme prostration" which the daily

Press never tires of telling us is one of the concomitants of influenza is very much an affair of the imagination, and may be considerlessened by ably the exercise of a resolute will. Lassitude, and even positive weakness in the case of persons of low vitality, are sure to follow the fever of which the rise in temperature is a symptom, and a prolonged stay in bed. But this langour will quickly pass off if the attention is directed to something else; and in this, as in other matters, the mind influences the body. Nothing is more common than to hear in these strenuous times that officers-and, it may be said, doctors-

have no time to be ill; and those who thus talk are speaking more truth than they perhaps know. The constant occupation of the mind can do more to help the convalescent from influenza and any other trifling complaint than all the medicines in the world.

F. L

#### PARIS UNDER BOMBARDMENT: SAFEGUARDING LOUVRE TREASURES.



Now that aerial bombardments of Paris by German aircraft are of frequent occurrence, while the German long-range guns intermittently send shells into the city, the Louvre has been temporarily stripped of its treasures. Our illustrations show what is being done with certain masterpieces, and in the galleries. The Grande Galerie, an immense apartment, 410 yards long, contains masterpieces of all the great Masters.—The Louvre

#### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY WYKEHAM, SPEAIGHT, ELLIOTT AND FRY, WESTON, WHEELER, BUTT, SARONY, LAMBERT, PENDRY, LAFAYETTE, THOMSON, SANDHURST STUDIO, LANGFIER, ARMY AND NAVY AUXILIAEY. A. DEBENHAM.



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(Marine)

## Waring & Gillow's JULY of SALE

#### LINENS—DRAPERY—CHINA & GLASS

Now Proceeding.

#### CHINA & GLASS BARGAINS.

Owing to the enormous success last season of our Jacobean design Down Quilt we decided to have this reprinted and now offer this same quality as before, with wide borders extra well filled, pure down; Sateen both sides, with plain border, in various shades.

6 by 4 ft. Usual price 57/6

6 by 5 ft. Sale price 38/6

6 by 4 ft. Usual price 115/6

6 by 4 ft. Usual price 115/6

6 by 5 ft. Usual price 115/6

6 by 5 ft. Usual price 115/6

6 by 5 ft. Usual price 115/6

6 by 6 ft. Usual price 115/6

6 by 6 ft. Usual price 115/6

7 ft. Sale price 84/6

8 ft. Sale price 84/6

8

LINEN BARGAINS.

Dinner Ware.

In finest Staffordshire Earthenware. A beautiful Sevres design of pink rosebuds and forget-me-nots on a pale lemon band, edged with a black and white check border with a waved black inner line. Round covered pieces.

Jener Service.

Sa pieces Usual price £3 15 0 ... Sale price £3 0 0 67 ... £5 10 0 ... £4 12 6 101 ... £5 10 0 ... £7 12 0 Tea Service to match in China, for 12 persons.

40 pieces Usual price £2 2 0 ... Sale price £1 12 9 Breakfast Service, for 6 persons.

20 pieces Usual price £2 2 0 ... Sale price £1 12 9 Sample plate 1/5, teacup and saucer 1/9, breakfust 2/9.

The Specimen Items are merely example. extra well filled.
6 by 4 ft. Usual price 115/6
6 by 5 " 147/6
6 by 5 " 175/7
6 by 6 " 175/7
Reproduction of Filet Lace Bedspread.
8 by 95 ins. Usual price 22/9
Bedspreads in two designs of beautiful reproductions of Filet Lace Bedspread.
76 by 100 ins. Usual price 23/6
6 by 112 " 20/6
76 by 100 ins. Usual price 23/6
76 by 112 " 20/6
76 by 26 ins. " 20/6
76 by 26 ins. " 20/6
76 by 26 ins. " 20/6
77 bell value in 112 " 20/6
78 by 26 ins. " 20

The Specimen Items are merely examples of the value to be obtained.



to H. M. the King 164-180 OXFORD STREET, LONDON, W. 1.

#### DRAPERY BARGAINS.

Damask and Tapestries.

Damask and Tapestries.

15 part pieces of 50 in. French Striped Brocade in Green, Blue and Rose colours.

Usual price 7/11 yd.

3 pieces of 50 in. Green and Cream Damask, pretty Basket design.

Usual price 4/11 yd.

30 pieces or part pieces of Silk, and Silk and Cotton Damasks, at 50 per cent. below to-day's prices. These are lines which we cannot repeat 36 Reversible Chenille Table Covers, in one size only, 2 by 21 yds.

Usual price 3/7.6

Lase Price 2/16.

Sale price 2/16.

utingham	Lace Curta			
sual price.	Sale price.	Usual price.	Sale price. 10/11	
0/11	6/11	18/11	14/11	
7/11	5/11	25/9	19/11	
8/6	5/6			

50 in. Curtai	n Nets, dai	ntv a	llover de	sign.
Usual price.	Sale price.	U	sual price.	Sale price
1/64	1/61	1	2/31	1/61
1/91	1/34	1	2/11	1/113
Brise Bise sh	ort Curtain	n Ne	ts in vari	ous designs
Usual pric			Sale pr	ice 10jd.
	1/61			1/01



THE Goldsmiths and Silversmiths THE Coldsmiths and Silversmiths Company are constantly showing new designs in Watch Bracelets, of which they have the largest collection in London. The Company's Watch Bracelets are of highest quality, and are better value than those offered elsewhere at the same prices. A selection can be sent if desired, or a catalogue posted free on application.

The Goldsmiths & Silversmiths Company have no branch establishments in Regent et, Oxford Street or elsewhere in 112 REGENT ST., LONDON, W. 1.

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R.A.F. Uniform

## BURBERRY

is made by experts in cloths woven and proofed to withstand rough wear and weather.

> **BURBERRYS** supply Uniforms, Weatherproofs, Leather Coats, British Warms, Fur Undercoats, Caps, and every detail of R.A.F. dress and equipment, to measure or ready-to-wear at reasonable

BURBERRY KIT, made in special Burberry-woven and proofed cloths, provides an effective safeguard against wet or chill without the use of rubber or other airtight material, and, whilst lightweight, is the warmest and most comfortable equipment for facing the atmospheric conditions of varying altitudes and climates.

> Officers' Complete Kits in 2 to 4 Days or Ready for Use.

SERVICE WEATHERPROOFS. During the War Burberrys Clean and Re-proof Officers' Naval and Military Burberry Weatherproofs FREE OF CHARGE.

BURBERRYS Haymarket S.W. 1 LONDON Boul. Malesherbes Paris; and Agente

#### SUMMER SALES.

THE one-week sale at Harrod's, from July 8 to July 13, promises to be the biggest in the record of this great house. Fortunately for the purchasers, it might be said of Harrod's that, once within the walls of the great building in the Brompton Road, S.W., the rule is always business without bustle, and an all-pervading magic of method. The Sale Catalogue, which should be sent for at once, shows how comprehensive this sale is. Clothes and furnishings, household requisites and beautiful linen,

millinery, dresses, blouses and coats, boots and shoes and weathercoats, china and antique and modern furniture, things to wear and things for the house, from corsets and carpets to cigars, appeal to everybody. "Spunjama" silk-warp shirting for ladies', gentlemen's, and children's wear, beautiful in colour and soft yet strong in texture, will make wide appeal; and there are bargains in every department, from the famous "Dorrah" underwear to coats, suits, and skirts.

In so huge an assemblage of bargains it is almost impossible to refer to individual prices, but just a few typical ones may be mentioned. The afternoon gowns, such as the "Prudence," in biscuit crèpe-de-Chine, for instance, reduced from 6 to 4½ guineas, is an embodiment of grace, and can be had in a variety of colours; and the "Peggy," in striped voile, with Georgette front, in blue-and-white, black-and-white, and other colours, will be very popular at the same price; as, too, will the "Dorothy," a gown in dainty crèpe and various colours, reduced from 6½ guineas to £4 19s. 6d. The "Elena" washing suit in black-and-white striped piquet is very

smart, and good value at 59s. 6d.; and a country walking skirt in heather-mixture tweed is a bargain at 18s. 9d. The weathercoats range from 35s. 9d., and are useful as well as smart; and the millinery, from a real Panama hat, with black corded ribbon band and bow, at 12s. 9d., to a charming large black liserie straw hat lined and crown-swathed in Georgette in white or colours, reduced from 49s. 6d. to 39s. 6d., is invariably in good taste. In fashionable furs, too, the variety and the reduced prices are tempting; and of blouses innumerable there is not one which is not moderate in price and stylish in cut and material. Lingerie is another important feature; and the "inexpensive frock" salon is a popular section.

Lovers of beautiful colours and equally beautiful designs always welcome an opportunity of "picking up" the lovely fabrics associated with the name of "Liberty," and they will be glad to know that the Summer Sale at the famous art-fabrics house in Regent Street will begin on July 15; and, as it will end on Saturday, July 20, they will wisely lose no time in obtaining some of the bargains offered. These include many slightly soiled pieces and remnants of both dress and furnishing fabrics, such as silks and satins, velveteens, dress cottons, voiles, crapes, tanestries, brocades, cretonnes, chintzes, lineas, etc., all



CLIMBING ON TO A FASTER VEHICLE, FOR SWIFT CONVEYANCE: A CATERPILLAR "GOING ABOARD" A MOTOR-TRACTOR.—[French Official.]

distinguished by the inimitable cachet of Liberty colour and design. The stock of after-season model blouses, day dresses, tea gowns and dressing gowns, hats, bonnets, and children's frocks, will also be offered at temptingly low prices, and are all in perfect taste.

The familiar axiom that the useful and the beautiful are one finds its manifestation, and justification, most frequently in matters concerning home and home life, and that is why such a sale as that which, under the title of their "July Sale," now being held by the famous house of Waring and Gillow, Ltd., at 164-180, Oxford Street, W., is always so popular. In linens and drapery, in china

and in glass, they are offering a fine selection of things, all of them useful and many of them beautiful, and all offering the tempting condition of heavy reductions in prices. Last season a Jacobean design down quilt was so much in demand that many ladies will be glad to know that it has been reprinted, and that Messrs. Waring and Gillow are able to offer the quilts again this year at the sale prices of 39s. 6d. or 49s. 6d., instead of 57s. 6d. and 69s. 6d.; and others, of satin, are 84s., instead of 175s. 6d. There are also filet lace bedspreads: one, for instance, 85 by 95 inches, is 16s. 9d., instead of \*22s. 9d. Ex-

ceptional bargains are offered in cotton pillow-cases, and in Irish damask table-cloths and napkins. IS

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From a !

In china and glass there are fine Stafford-shree arthenware dinner services in a dainty Sevres design, 52 pieces costing only £3 instead of the normal price of £3 158. for 52 pieces, or 67 pieces for £4 128. 6d., instead of the former price of £5 108. Tea services to match, and breakfast services, are also reduced. The drapery bargains in pieces and part pieces of lovely French striped brocades are reduced from 78. 11d. to 48. 11d. a yard; while that which was 48. 11d. is now only 28. 6d. per yard. Pieces of silk and silk-and-cotton damask, chenille table-covers, and lace curtains, are also heavily reduced. Messrs. Waring and Gillow's showrooms are always a source of pleasure to people of taste, and this sale makes it profitable as well.

The big Summer Sale at Gamage's, in Holborn, is this year more comprehensive than ever, and the low prices at which the various items are offered cannot fail to prove attractive. It is now in progress, and should be visited.

or its catalogue sent for, without delay. A woman's "fruit-picker's outfit," of coat and trousers, is decidedly cheap at 18s. 6d.; rain-coats can be bought for 35s. 6d., post free; useful black oilskin coats for 25s. 6d.; and becoming storm-hats in various colours for 4s. 10 dd., post free. These are but a few of thousands of bargains, and the Sale List also contains a great variety of what are aptly described as "practical bargains for practical people," comprising many items in men's, youths' and boys' outfitting, camp equipment, sporting guns, rifles, and fishing tackle, household utensils, china, and a host of other things which will well repay a visit to Gamage's or an application for their illustrated Sale List.

## Wounded France Needs Your Help!



"Come and Help Us."

In Rheims stood a mill, now burnt to the ground. It cost half-a-million sterling, and nothing but charred sticks remain. Multiply this one-thousandfold and you get some slight idea what Rheims has suffered. Think then of the vast area of France that is occupied by German invaders, and picture the frightful desolation that reigns in the most prosperous districts of France. That is why France needs your help, and needs every penny you can spare to alleviate the sufferings of those who have now been driven from their ruined homes once more. She has fought and given her best not only to protect her own lands, but to protect England, for France is now England's bulwark. Help to make France's Day one of hope and new courage to win through to Victory. Give liberally, for it will save suffering.

## FRANCE'S DAY, July 14

To be celebrated in London on Friday, July 12.

### THE FRENCH RED CROSS

(Registered under the War Charities Act, 1916.)

BRITISH COMMITTEE ... ... 9, KNIGHTSBRIDGE, S.W. 1.
Presiden: H.E. THE FRENCH AMBASSADOR.

President: H.E. THE FRENCH AMBASSADOR.

Cheques payable to Hon. Treasurer, French Red Cross, aboutd be sent to H.E. the French Ambassador, Albert Gate House, S.W. 1; or to the Rt. Hon. the Lord Mayor Cheques payable to Hon. Treasurer, French Red Cross, aboutd be sent to H.E. the French Ambassador, Albert Gate House, S.W. 1; or to the Rt. Hon. the Lord Mayor Cheques payable to Hon. Treasurer, French Red Cross, aboutd be sent to H.E. the French Ambassador, Albert Gate House, S.W. 1; or to the Rt. Hon. Treasurer of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Manston House, E.C. 2; or to Percy Collins, Eod., J.P. (Hon. Secretary of France's Bay Fund), Mans

#### "MORNY" BATH DUSTING **POWDER**

USED WITH A LARGE BODY PUFF IS THE FOUNDATION OF A DAINTY TOILETTE Issued perfumed in original odours as under:



" Chaminade " Kegs "Mystérieuse" -: 15/- & 9/4

"June Roses" "Serenade" - - )
"Violette Morny" "Serenade" Kegs

"Rose-Verveine". 3/10 & 7/2 From your usual retailer, or direct (enclosing amount and postage) from

MORNY FRÈRES, Ltd., 201, REGENT STREET, LONDON, W.I.

#### For Acute Indigestion,

dyspepsia, etc., and whenever the digestion of ordinary food is difficult, take Benger's Food. It soothes the distressed stomach and gives freedom from pain. Though "light as snowflakes" it is fully nutritive, and quickly restores strength.



is never insipid. Adults—both men and women—always enjoy its delicate biscuit flavour.

From a B.A., M.D., &c., (Dublin).

"I have a very high opinion of your Pood. and have recommended its use very considerably."

"I have a very high opinion of your Pood. and have recommended its use very considerably."

Brugger's Pood is sold in time by Chemists etc., everywhere.

Full particulars and directions with each lim. Sold Proprietors and Manufacturers:

Full particulars and directions with each lim. Sold Proprietors and Manufacturers:

BENGER'S FOOD, LTD. — Otter Works — MANCHESTER, EnglandBreads Officers: New Yorks po Peedman Street. STORM's 179, PES Servet. Depict broughest CAMADA,





e quickness and ease with which a "Swan is brought into action often encourages a dier who has one to write a letter during a spare minutes which would probably be dected by him if such a simple and reliable

a were not handy.

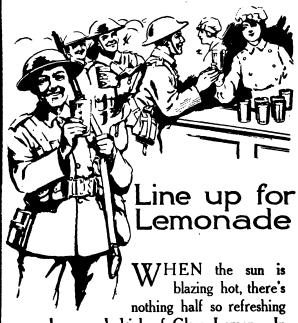
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#### LITERATURE.

"War Letters of a Public-School Boy." The "War Letters of a Public-School Boy" (Cassell) were written by Lieutenant H. P. M. Jones, an Old Alleynian, who was killed advancing

with his Tank north-east of Ypres in July 1917. A long namour prefacing them by his father, Mr. Harry Jones, if a somewhat unusual tribute in the circumstances, is justified by the personality of the son which it assists the letters to reveal. Paul Jones was a big, robust, athletic figure. Drimming over with vitality of mind and body, who when the war broke out was still at school, which he left, to join up, with a distinguished career in scholarship and in games.

The volume leaves on the reader a strong, vivid impression of buoyant and brilliant youth—a subject so typical that it is a service to have fixed in print its lineaments as only pious affection, perhaps, could do. It was also proper, let us add, to emphasise in the title and

the memoir Lieutenant lones's association with his school for the constantly recurring references to Dulwich College in the letters themselves are a remarkable testimony to its admirable formative influence, and to the splendid spirit engendered in the public day school. Lieutenant Jones, though physically and mentally equipped beyond the suffered from the disqualification of myopia. Consequently his application for a commission in the infantry was refused point-blank, and he was given one in the Army Service Corps. This, as it happens, lends variety and freshness to those letters which describe his early campaigning, even though they reflect the chagrin which one of his ardour and sensitive sense of duty felt at being kept out of the fighting line. When from being Requisitioning Officer to the 9th Cavalry Brigade-where his accomplishments (his fluent French, for example), if not his inches, got free play—he was promoted to be Supply Officer, Cavalry Division Supply Column, he came by new experiences from which the reader benefits; but the "grocery" nature of his duties galled his spirit, and he made the determined effort to get transferred which

resulted in his being appointed to the Tank Corps. Thereafter, until a sniper's bullet cut him off less than six months later, he exulted in the change; and his letters home, as the Memoir says, "sang with joy."

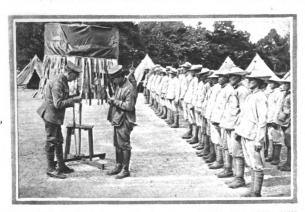
"The Glory of work, "The Glory of the Trenches." Glory of the Trenches." (Lane), Mr. Coningsby Dawson ought to add largely to the host of admirers and appreciative readers whom he rallied to his standard, so to speak, with his masterly and enthralling earlier book, "Khaki Courage." In America the popularity of "Khaki Courage" has, we are told, been quite phenomenal. The same intensity of genume feeling runs through both books—one is in its way, indeed, in point of fact the complement of the other. "The Glory of the Trenches," it would seem, was written after the author had been wounded in France;

partly while he was in hospital. Its retrospective thoughts and musings, as the writer during convalescence recalled things he had heard and seen, give it an interest of its own. Its message, furthermore, rings clear and appealing throughout. Of the three sections, or chapters, in which the letter.

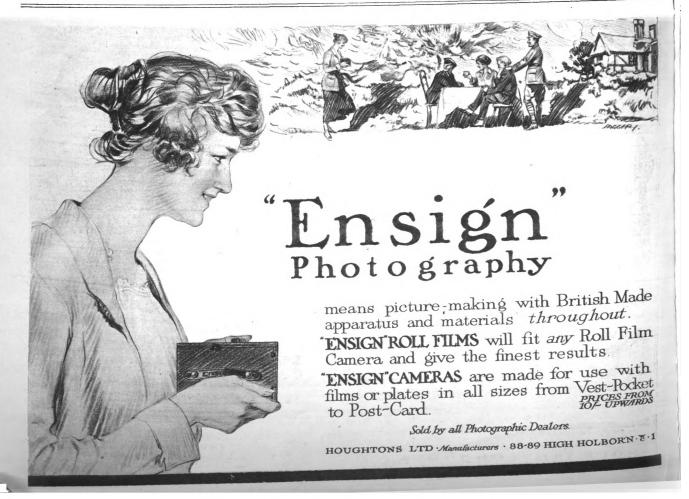


ON THE WESTERN FRONT: A FISHING COMPETITION
BETWEEN NURSES ATTACHED TO HOSPITAL BARGES ON
A CANAL IN FRANCE.—[Official Phenograph.]

press is grouped, that entitled "God as We See Him "—from the battlefield soldier's point of view, that is—should appeal to most people closest of all, and should find not a few to whom the author's narratives may incidentally bring comfort and encouragement. More than one moving tale of true Christ-like heroism on the part of many of our men is told—instances of heroes deliberately sacrificing their lives, calmly and well knowing what was before them inevitably, for comrades in peril. "The religion of the trenches," to quote the concluding paragraph of the book, "is a religion which teaches men to carry on stoutly, and to say 'I've tried to do my bit as best I know how. I expect God Knows it. If I "go West" to-day, He'll remember that—remember how I never let a pal down and how I played the game. . . That is the simple religion of the trenches as I have learnt it—a religion not without glory—to carry on as bravely as you know how, and to trust God without worrying Him."



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#### THE PLAYHOUSES.

#### THE BARRIE MATINÉE AT WYNDHAM'S.

F all charity matinées brought us such delights as that A at Wyndham's last week in aid of the Countess of Lytton's hospital, how welcome they would be! Only too often such performances are associated with amateur acting and poor plays. Lady Lytton had no fewer than three Barrie pieces to offer us at her matinée, and all of them representing their author in happy if varied mood. First came a ballet of children, in which, to the joy of many fond mothers present, babes and youngsters little more than babes romed in dainty costumes to explain
"The Origin of Harlequin." Then came the sort of genial,
lightly sketched war-play we take so much for granted from Sir James Barrie because it seems done in such an

on lovers only just married, and the clumsy delicacy with which, still hungry, they back out of the situation—or rather, imagine what a Barrie makes them do, with his inimitable touch of comedy, especially with the aid of such artists as Mr. Gerald du Maurier, Mr. Will West, Miss Helen Morris, and M. Jules Delacre. Then came something bigger—something much more difficult even for a Barrie to bring off. "A Well-Remembered Voice' handles with gentle fingers the loss of young life at the front and the desire of the bereaved to know that all is well with their dead. It begins with table-rapping, the father sitting unbelieving while others try the machinery of spiritualism; it ends with a talk *à deux* between this startled father and the young voice he so much misses-just a talk about simple little domestic things, sport and dogs and father's pipe, and cheery words of comfort and affection. Beautifully managed, it is beautifully played by Sir Johnston Forbes

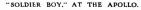
Robertson, Miss Faith Celli, and Mr. du Maurier again. A memorable afternoon!

#### "THE KIDDIES IN THE RUINS." AT THE OXFORD.

The rollicking Bairnsfather play at the Oxford now contains a part that, so far as its spirit is concerned, is larger than the whole. For dramatisation of Poulbot's cartoon of French child-life in war-time, "The Kiddies in the Ruins," is no piece of humorous idealism. but a picture of war in all its actuality. While his children in their Somme village play amid the relics of Hun savagery, prancing like their enemy or making believe to be the Kaiser, a tragedy is all prepared and waiting for their father on the march with his comrades. But though the discovery he makes of their mother's fate makes him

see red, they go on with their play. Truth here supplies its own moral.

"SOLDIER BOY," AT THE APOLLO.



In "Soldier Boy" Mr. de Courville has struck out a new line, and should meet with reward for his taste and his

enterprise. The new musical comedy at the Apollo tells a real story, has moments of pathos in it as well as of sentiment, offers us songs that are really sung by genuine vocalists, and provides comic scenes that are really comic



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Photograph by Bertram Park

and relevant. Musical comedy that admits of being so described is a rarity in these days, just as is a cast at a lyrical theatre which contains so dainty an actress-singer as Miss Winifred Barnes and a tenor of such capabilities as Mr. Lawrence Leonard. The latter is a "find," and Miss Barnes, it is pleasant to see, has lost none of her vivacity. The comedians score, too, at the Apollo, including Miss Maisie Grey, Mr. Fred Duprez, and—particularly droll in the rôle of a dude-Mr. Billy Leonard: it makes all the difference when entertainers have not to make bricks without straw. Here we have the sort of light fare that deserves popularity.



THE BRITISH ARMY MESSENGER - PIGEONS IN FRANCE: HOW THE BIRDS ARE SENT UP TO THE LINE .- [Official Photograph.]

effortless, and therefore perfect, way. It is a contest in 'La Politesse'' between two hungry Cockney soldiers and an embarrassed young French couple on whose instincts of hospitality they make a call. Imagine the dismay of the Cockneys when they find they have intruded





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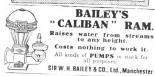
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as to lose a leg.

All are obtainable at the shops appointed in every district to sell Delta, and, although rationed, these shops are regularly receiving good supplies on fixed dates.







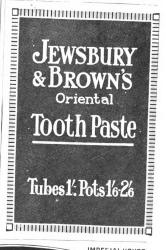


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#### THE CHRONICLE OF THE CAR.

The Committee which is charged with the duty of reporting to the Chancellor of the Exchequer on the Luxury Tax. subject of the Luxury Taxes has, I am told, decided that motor-cars must be classed as luxuries, and will recommend that they be subjected to the tax of 161 per cent. on their selling value. The case against their inclusion in the schedule of "luxuries" has been well and ably presented by deputations representative of all shades of motoring opinion, but so far the Committee remains

obdurate, and it looks as though the car will eventually be victimised by another swingeing impost, additional to the already very heavy mulcts which have to be paid for its use.

It is a curious fact that there are very many people who are apparently unable to see any other car than the "lordly limousine," and cannot realise that there are other self-propelled vehicles than those which minister to the mere comfort of pleasure - seeking society. They are utterly unable to appreciate the argument that probably ninety per cent. of the cars normally in use in this country are not pleasure cars at all, but are literally entitled to be classed as utility vehicles. I suppose I can review my own case as illustrative of the general use of the car. In the ordinary way—I am speaking of times of peace—I keep a car primarily for the purposes of business. Were it not the purposes of business. of such importance to me in that direc-tion I should not own one at all, for the very excellent reason that I could not afford the expense as a simple True I use the car matter of pleasure.

at the week-end for purposes not directly associated with business—as I often use my season ticket. But that does not alter the fact that the real reason I incur the expense of keeping a car and of buying a season ticket is that I must have both in order to pro-ceed about my lawful occasions. And I would dare to wager that at least three-fourths of the cars in use are owned by people whose circumstances are absolutely on all-fours with my own. Now, when it comes to super-taxation of the utility vehicle I really think we have a right of strong protest. It is not as though we did not

already pay heavily enough as it is. There is nothing that is so heavily penalised as the ownership and running of a car. There is the car tax to begin with, and that is heavy enough as a start. Then there is the Excise tax on petrol, which at its present level must put an average of a penny a mile on the expenses of running—and I cannot see it being reduced, even after the war. And now we are to be called upon for yet another heavy item of taxation, represented by anything from £50 upwards on the cost of the vehicle! Unless other counsels prevail even yet, I can foresee that motoring is going to suffer very severely by reason of this piling of tax upon tax.



car being shown fording one of the twenty-

I was under the impression that we after the War. were going to be completely independent of the foreign—and particularly the German—magneto after the war; but I see that the

Committee on Commercial and Industrial Reconstruction commetee on commetees and industrial recommendation after the War appears to propose that import of enemy-made magnetos shall be free "after an initial period of five years, unless it is found necessary to issue licences permitting limited import." What does it mean? Is this key industry to be allowed, under the limited import licence recommendation, to fall into the hands of Germany

again? That the latter will make desperate efforts again? That the latter will make desperate efforts regain the monopoly of the trade almost goes without saying, and that the Committee should recommend the opening of a door through which the Germans would unquestionably find a way to enter is disquieting. I am certainly not going to open anything like a discussion of tariffs versus free trade, but it does appear that, in the case of key industries which have been established here since the war, and which were an enemy monopoly prior to its outbreak, there is a clear need for such a measure of protection as will enable them to solidify their position under peace conditions. Given that, there will be no

need for import licences, limited or otherwise.

For some years " Natalite." past a company in Natal has been engaged in the endeavour to produce a satisfactory motor-fuel from molasses; and, after many vicissitudes, it appears, according to the Board of Trade Journal, to have met with a considerable measure of success. A first instalment of 10 000 gallons has been placed on the market, and is to be followed by another of some 20,000 gallons. The product, which is called "Natalite," is a mixture of alcohol and ether in the proportions of sixty per cent. of the former and forty per cent. of the latter; and, when tested three years ago by the Autocar in this country, gave results which were not distinguishable from those obtainable with petrol, as regards both starting and ordinary running. To the British motorist the matter is one of rather detached interest at the moment. factory to know that such a fuel can be produced commercially. In fact, it is of capital importance, since it de-

notes that we have, all ready to our hands, an in-exhaustible source of fuel supply from vegetable products-a source which will be maintained so long as the sun shines. But until the Excise authorities withdraw from their present attitude regarding the sale of commercial alcohol free of duty, I am afraid the future of such fuels as Natalite is but slight. If I remember aright, Excise difficulties were encountered in South Africa when the Natalite Company first proposed to market its product as a motor fuel; but these have, apparently, been



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#### A NEW NOVEL.

"The Children of Eve" (Hutchinson) " The Children contrives, in a book of three hundred of Eve." and sixty pages, to keep alive the interest in a very simple plot. It marks a definite advance on the part of Mrs. Isabel Clarke, who must be reckoned

as having "made good" by its publication. Sincere work is always commendable; but when the subject is a duel between the powers of good and evil, it is only too easy to oppress the spirit of a novel with too much earnestness, it is noteworthy that Mrs. Clarke has escaped this difficulty. Perhaps the art of the setting has something to do with her success. The pictures of the old palace in Florence, the manor house of Stones, in the Cotswolds, and the Guises' villa at Fiesole are charming. So, too, are the portraits of Catholic gentlewomen to be found in the Marche a San Raimonde and her beautiful daughter. Markham Procter, the weak, handsome man, is a poor fellow, and his wife is much too good for him: their creator plainly anticipates that Markham returned to the fold will be a model husband, but we cannot share her optimism. The man was a moral coward, and—as shown by his dealings with the little Carla and her adopted parents—a liar in his silences, if not in his words. Bad as Adrian Guise may be—the fanatic apostate who tries as Adrian Guise may be the lanatic apostate win these large Markham from his loyalty to his wife and the Church—there is something more despicable in the wretched Markham's double-shuffling and perfidy. A happy ending, however, is not to be quarrelled with, and "The Children of Eve" ends on the note of reconciliation between Workham and his wife. between Markham and his wife.

It is good to think that despite the widespread sorrows of the war, the cry of the children is never found to fall upon deaf ears in this country. But the fortune of war cannot fail to affect adversely the incomes upon which institutions for helping those who need help, and such has been the case with the Infant Orphan Asylum, at Wanstead. It has received more than five thousand orphans belonging to middle-class families in reduced circumstances, and to-day its reduced income is coupled with increased expenses. Some £25,000 is urgently needed to put it once more upon a sound financial footing, and Mr. John W. Hope, of Drylaw, South Woodford, makes an urgent appeal for donations. He is the Hon. Secretary, and it is very desirable that his appeal should meet with prompt and generous support.

H F L MEYER.-We thank you for further problems, which are very

M WHEEN.—We shill be pleased to answer y ur questions shough the column, but we cannot reply by post.

SOLUTION OF FROBLEM No. 3786. BY T. KING-PARKS.

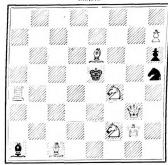
WHITE

1. Kt to K 2nd 2. Kt to B 7th (cl.) 3. B takes Q (mate).

Q to K 6th K to B 4th

If Black play, 1. Q to B 8th, 2. Q to K 4th (ch); and if 1.Q to Q 6th, then

PROBLEM No. 3789.- BY T. KING PARKS. BLACK.



WHITE.

White to play, and mate in two moves.

CORRECT SOLUTIONS OF PROBLEMS No. 37%4 and 37%5 received from J. B. Camara (Madeira); cf. No. 37%6 from R. C. Durell (France); cf. No. 37%6 from R. C. Durell (France); cf. No. 37%6 from C. P. in Challice (Great Varnouth), J. E. D. Verall (Roshnell), N. B. C. (Houlton), E. peronti-to. (Angers), G. Serrie (Stonellaw), J. Is are on (Gelaya, Bey), J. C. Stackhouse (Torquiy), F. J. Rutter (Newcastle), and F. Stone.

(Newcastle), and F Sinec.

CORRECT SOLUTIONS OF PROBLEM No. 3788 received from D Stilli gleet Johnson, J C Stackhou e, A H H (Bath), G Sorrie, I S F, the-Obrighton), J Evales, M E Obslow (Burnen cuth), F Drakeford (Boa plon), J Richarlson (Newh.ven), F A True-3t (Forest G te), H Gravett Baldwin (Farnhur), A W Hamilton Gell (Exeter), W L S Insbury-White, Freb sdary Wyane Will on (Hereford), H S Brandreth (Weybri ge, W L Morru (Aldershot), J Isaacson, J Dixon (Colchester), and M Widea (Liverpool).

CHESS IN AMERICA.

TO CORRISPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

G STILLINGFLEET-JOHNSON (Ccbhan).—We congratulite you, and we shill lave flexure in publishing the problem in our restriction.

H. F. L. MENRA,—We think you for interior restriction.

white (Mr S) = Reack (Mr, C) = white (Mr, S) = Reack (Mr, C) = Reack (Mr, C

6. Kt to B and Kt to B and 7. Q to K and Castle.

5. Castles B to Kt 3th Blick has already obtained a strong attack largely through 11-both wins back the lost piece and manute play.

9. Pto K R rd B take Kt 10. Q take-B Kt to K 3th 11. Q to K znd P to Q R rd 12. Pto R 3rd P to Q R rd 12. Pto R yrd P to Q Kt 4th 14. Pto Q Kt yrd Q to B and 14. Pto Q Kt yrd Q to B and 14. Pto Q Kt yrd Q to B and Having found a "hele" at Q 6th. Black means to occupy it with the less than 15 to 1

Now that the "flu" is more or less prevalent, aided in its disagreeable work by anxiety and worry, it is well to know of a disinfectant. A remedy may be found in 'Sotol,' used as a mouth and throat bath and as a nasal douche, thus disinfecting the important and sensitive upper air-passages. Gargling and rinsing may stave off a threatened attack. "Sotol" is put up in tablet form a threatened attack. "Sotol" is put up in tablet form in bottles of forty or more. A tablet is dropped into a half-tumblerful of warm water. It effervesces in an agreeable manner. Local chemists keep "Sotol" at 1s. 6d., 2s. 9d., and other prices; or they can be obtained, post tree, by writing to The Western Dental Manufacturing

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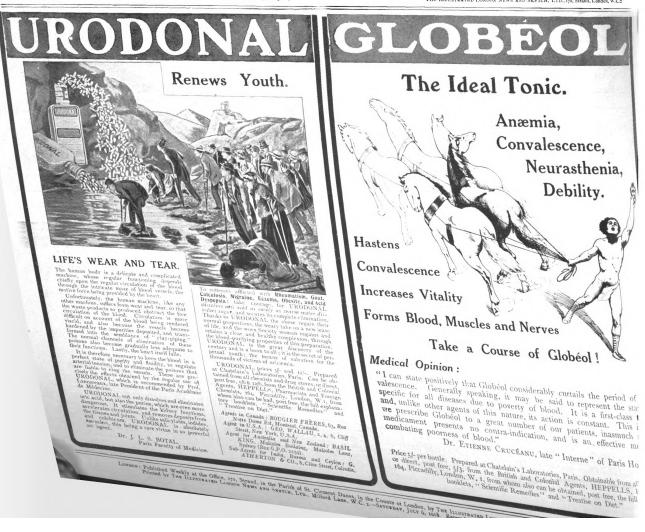
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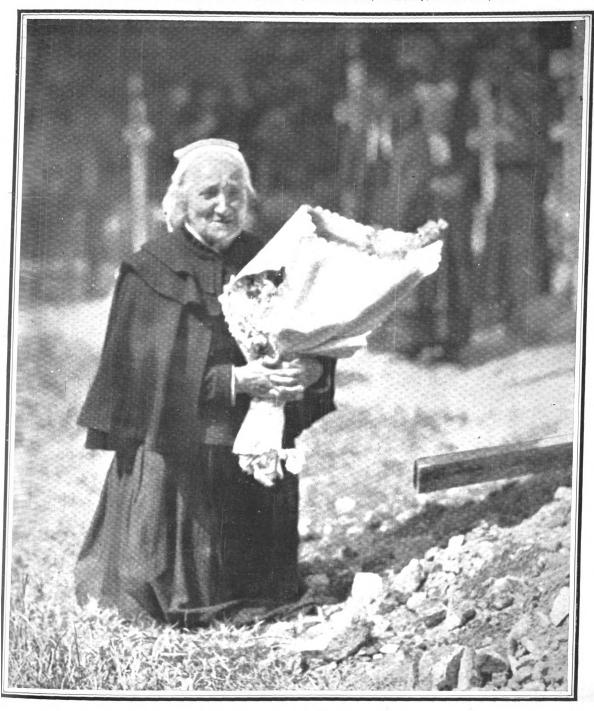
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SATURDAY, JULY 13, 1918.

ONE SHILLING.

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#### A GRAVESIDE PRAYER: AN OLD FRENCH PEASANT WOMAN'S DEVOTION.

I touching instance of the warmth of feeling shown by the people of France towards he Americans who have come over to help save their country, is afforded by the action if an aged French woman, Mme. Marguerite Wist, at one of the base ports where the Inited States forces disembark. She has constituted herself the "godmother" (matrixinc) of all the Americans, and she appears among the mourners whenever an American soldier, sailor, or marine is buried in the city cemelery. Our photograph shows her praying at the grave of an American infantryman. The sympathy which suggested this to the "godmother" of the U.S.A. forces will be highly appreciated by our American Allies,

THE pulp-word, as I choose to call it, has long been a nuisance both in print and speech. If it could only be ruled out altogether, there would be no lack of pulp-wood even in this fourth year of war-time. The trouble is that many simple souls, like the old lady who spoke of "that blessed word, Mesopotamia," find a power o' good in all long dictionary words. I had hoped the speeding up of life since August 1914 would have cured the nation of its secret liking for all forms of circumlocution. Not a bit of it! On the contrary, a new and fearsome brood of pulp-words has been welcomed into the lar.guage since the wabegan. A Sunday humourist lately gave us a rhymed catalogue, written from the simple-minded person's 'point of view, of these creeping poly-syllables—

Co-ordination, camouflage, liaison, and the like—Blessed words!—blessed words!—warranted to strike! Co-ordination . . . camouflage . . . liaison, gentlemen,

Few more of the same which it's bliss to name: Stabilisation, gentlemen all!—Propaganda!

These are the stock-in-trade of the war expert, whose business, however, is not what it was a year or two ago. Even worse than such paraded polysyllables are the new formulas for bringing about the Millenium to-morrow or the day after. "No annexations or indemnities," which put Russia out

of the war, is now out of fashion; but "self-determination" is still in favour with many well-meaning persons.

Let the writer or speaker who wishes his words to survive him avoid the pulp-word, and imitate the short, sharp diction of our fighting ancestors. In Elizabethan times, it is true, the words that sound and feel like blows were infrequent. The clouded magnificence of Euphuism was more to the taste of the valiant courtiers of Belphæbe. Yet her letter to a rebellious bishop—"Proude Prelate, you know what you were before I made you what you are. Obey me instantly, or I will unfrock you, by God !-Elizabeth R."-is literature cleared for action indeed. It is probably apocryphal, yet well worthy of one who was often more than man, if sometimes less than woman. As vigorous in small space, but altogether authentic, is the prayer of an old Cavalier, Sir Jacob Astley, before the Battle of Newbury: "Lord, I shall be before the Battle of Newbury: "Lord, I shall be very busy this day. I may forget Thee, but do not Thou forget me." The great Marquis of Halifax's brief summary of English policy, "Look to your moat," is another excellent example (1694). And Nelson's signal and Pitt's last speech in two sentences are proofs that even the Palladian age, that heyday of meandering Latinity, could not kill the Englishman's genius for sayings as short as his temper.

I have found more of this literature of action in the talk of unlettered men than in modern books. In a "banker" fishing for cod off the iron-bound Newfoundland coast I heard a translated Devonian talk of ghostly men sitting on a haunted rock "warming theirselves in the moonlight." "Bitter as a dying man's sweat," said an old freighter in the bad lands of Alberta, pointing to a lake of glaring blue on the horizon. "This working between meals ain't what "its cracked up fer to be," observed an ancient hired man at a Saskatchewan threshing supper after a bitter hard day's work. There is not so much of this staunch, pithy stuff as you would think in the realistic war books, excepting those written by the flying men. Now and again, as in this word of warning to the young soldier—

LIERY

BA

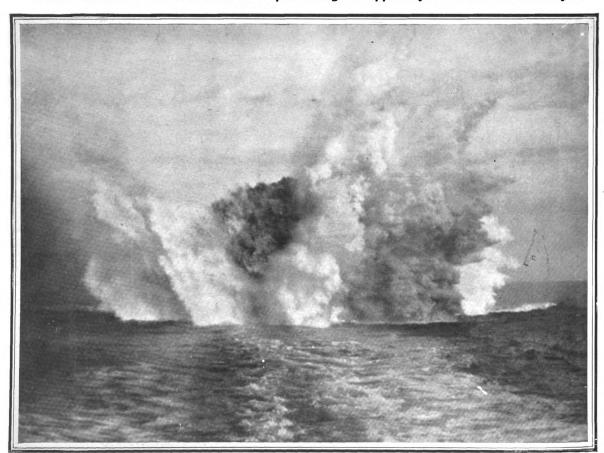
LOCA

PCZ

DELTA

Never quarrel with your pal; walk away—that 's best. You never know when he or you, or both, are going West—you do find it in some modest little book by an infantryman. 'And at times, in talking with naval officers, you hear a story in which the English seaman's cool commonsense is exactly expressed. After the sinking of a destroyer at the Battle of Jutland an officer and a seaman, the latter at his last gasp, were clinging to a belt. Near by, men were on a raft, singing. "I don't know what in 'ell they 'as to sing for," were the seaman's last whispered words. Such matter-of-fact sayings give Death the lie, surely.

#### "Wasser-Bomben" for U-Boats: A Depth-Charge Dropped by an American Destroyer.



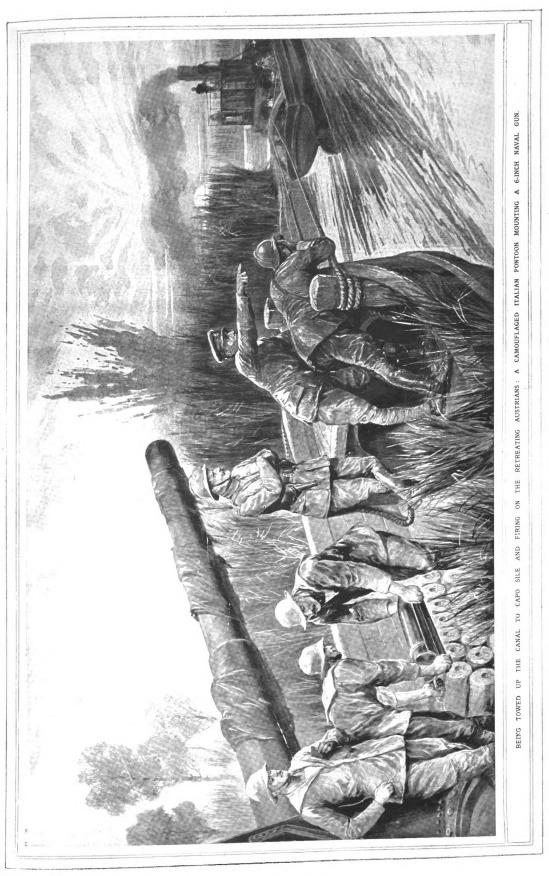
ONE PHASE OF THE "INITED STATES NAVY'S MAGNIFICENT WAR-EFFORT: A TYPICAL INCIDENT OF THE ANTI-SUBMARINE CAMPAIGN.

This remarkable photograph shows the bursting of a depth-bomb just dropped from an American destroyer "with unkind intentions towards U-boats." A U.S. Signal Corps photographer aboard the destroyer caught the picture just as tons of sea-water were upheaved by the terrific force of the explosion. The crews of U-boats do not like depth-bombs. A German submarine commander named Rose, recently lecturing at Munich, said: "The moral effect of the: British Wasser-Bomben (water-bombs) is great particularly

on an inexperienced crew, in consequence of the hellish din of the evp'osion." Admiral Sims, of the U.S. Navy, said in a speech on Independence Day: "We have at present in European waters about 250 vessels, 3000 officers, and 40,000 men. . During the coming year more than three times the number of our present destroyers will be fighting with the Allies. Over 150 submarine-chasers will soon be on duty in the war-zone, more than half of them are here now. The submarine campaign has been met."

# ACTION. Z PONTOON BATTERY K RECAPTURED PIAVE DELTA: THE Z NAVY CANAL ITALY'S

DRAWN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



On July 6 the Italian command was able to announce; "To-day the enemy was completely driven on to the left bank of the New Piare. The recapture of all the coastal zone between Capo Sile and Plave brillamily crowsis the Victory gained by us, and enlarges the zone of protection of Venice. Altogether since June 15 up to to-day 523 offers and 23,911 other ranks have been made prisoners." Towards the achievement of this great victory excellent work has been done by the pomotons, mounted with big guns, used by the Italian Navy on the canals and cuttings in the Piave delta. They contributed to the recapture of the

important bridge-head at Capo Sile. In order to hamper any advance of the Austrians in this direction, a wast area of the surrounding country had been inundated. "Here," writes Mr. G. Ward Price, "we are in the heart of the desolute lagoons that make a 20-mile-broad most round Venice. ... Some way back along the canal are the Italian field-batteries, but their emplacements are pontoons." After a fight he writes: "My pilot dived site he had dropped the bombs. ... and we few back towards Venice, the marsh dotted with Italian pontoons mounting long, grey naval guns."—[Copyrighted in the United Samle and Camolah.]

## IN FRANCE AND BRITAIN: POLISH TROOPS; AMERIC

PHOTOGRAPHS BRITISH AND FRENCH



The first of the above photographs, that in the left-hand top corner, shows part of the gallant Polish Army now serving in France. It will be remembered that, a few days ago, if of its regiments, constituting the first division which has already fought at the front, were presented by President Poincaré with flags given by the people of Paris, Nancy, Verdun, and Bed On that occasion the President of the Polish National Committee, M. Roman Dmowski, declared that the Poles aspire to the regeneration of their country through the victory of the first Polish force raised in the present war, it may be recalled, was formed in Galica gainst the Russians, but later on, becoming aware of the real designs of Germany and her A regarding Poland, the Polish troops refused to continue the fight. Their leader, Josef Pisudzki, was arrested by the Germans, who still keep him interned, and part of the

### EPENDENCE DAY IN PARIS; OTHER WAR TIME EVENTS.

N PHOTO. Co., AND TOPICAL.



the Brest-Litovsk treaty ceding Polish territory to the Ukraine, the rest of the force, under Colonel Haller, withdrew to Russia. There three Polish corps were organised, but they were y the Russian Government, and after a battle with the Germans at Kaniow last May they had to capitulate through lack of ammunition. The only Polish Army existing to-day is y a decree of the French Republic on June 4, 1917. It is supported by all the Allied Governments, and consists of volunteers from every part of the world, the majority coming here four million Poles live in prosperity.—The funeral of Viscount Rhondad, the late Food Controller, took place on July 6 at Llanwern, close to his home at Newport. Eis remated, and the ashes were buried in a white marble casket. His daughter, Lady Mackworth, succeeds to the peerage, under a special remainder, as Viscountees Rhonda.

## The Regeneration of the Holy Land: Palestine under British Protection.



AT A RECEPTION BY THE JEWISH COMMUNITY IN JERUSALEM: GENERAL ALLENBY SPEAKING AFTER RECEIVING A CASKET CONTAINING THE SCROLL OF THE LAW.



ERINGING BACK THE SCROLLS OF THE LAW (HIDDEN SINCE THE TURKISH OCCUPATION)

A CEREMONY AT JAFFA.



THE ZIONIST COMMISSION'S TOUR IN PALESTINE: A PROCESSION IN TEL ABIB ACCOMPANIED BY MACCABEAN BOY SCOUTS,



THE ZIONIST COMMISSION IN PALESTINE: DR. WEIZMANN AND OTHER MEMBERS OF THE COMMISSION AT DINNER.

The British authorities in Palestine have restored courts of justice and police, and have carried out much relief work. The Turks had pillaged everything and ransacked Government buildings. Civic books and records, such as Scrolls of Law, had been removed. Under British protection these have been brought back amid ceremonial rejoicing.—

The Zionist Commission, headed by Dr. Weizmann, arrived in Jerusalem on April 10. In a speech next day, he thanked the British Government, Mr. Lloyd George, Mr. Balfour,

and General Allenby, for their work in liberating Palestine. The crowd were roused to intense enthusiasm. In a later speech at an official dinner at the Governor's house, he explained the Zionist aims, urging that Jews, Arabs, and Armenians should work together, and that Palestine should not be internationalised, but placed under the protection of one of the civilised democratic Powers. The Grand Mufti replied in Arabic. Dr. Weizmann spoke of Britain "as the greatest of Bible-loving nations."—[Official Potographs.]

#### On the March in Gas-Masks: U.S. Infantry in France.



IN THE DANGER ZONE: A DETACHMENT OF AMERICAN TROOPS EN ROUTE FOR THE TRENCHES.

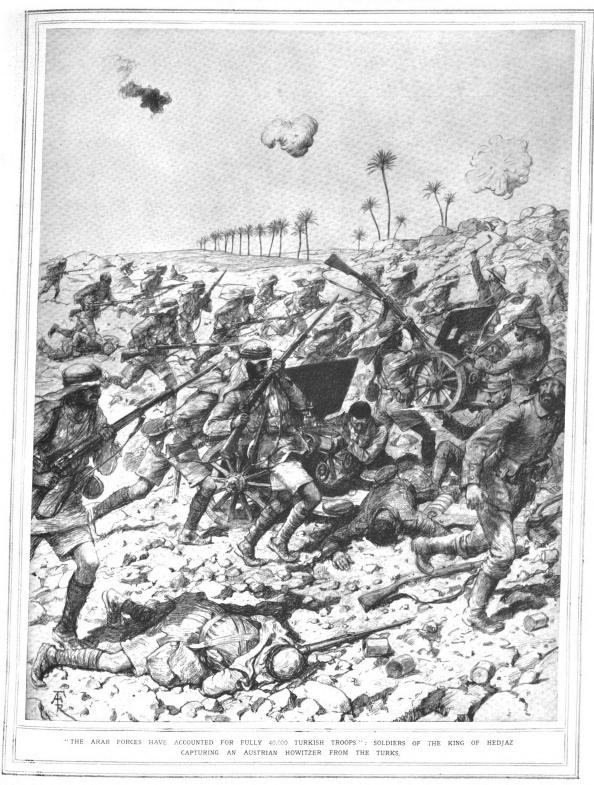
Like all the troops of the Allies, American units under training, al.ke in England and in France, omit no single detail of battlefield practice. Machine and anti-aircraft work in all its branches, bombing and trench-bayonet fighting, for example, are included in the curriculum that every American officer and man has to go through, together with,

as another essential, gas-mask drill and field evolutions in gas-masks. Troops everywhere go into action, whenever there is a likelihood of gas shells being employed, wearing their masks, and the accustoming of the men to marching masked, and having their masks on while manoeuvring in attack formations, is part of the everyday drill routine.

FRENCH OFFICIAL PHOTOGRAPH.

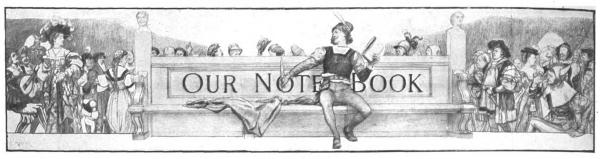
### ARABS DEFEAT TURKS: A VICTORIOUS CHARGE BY HEDJAZ TROOPS.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYL-WITNESS.



While the British forces in Palestine have moved northward from Jerusalem, the Arab troops of the King of Hedjaz have greatly contributed to their success by engaging the Turks further south, driving them up the Red Sea coast, and also making continual and successful raids upon the Hedjaz Railway east of the Dead Sea. Thus, a few weeks ago it was announced that an Arab column had raided two stations 40 and 50 miles north of Maan. The King of Hedjaz, it will be ... sembered, was admitted as an Ally in the Great War in July 1916, when Arabia declared her Independence. His successful plan of campaign, conducted by his Emirs and Sheriffs, lies along the route of the Turkish

Hedjaz railway and the Red Sea littoral. As stated not long since in Fa:liament, "the Arab forces have occupied, isolated, or accounted for fully 40,000 Turkish troops and over 100 guns. . . The Red Sea coast of the Hedjaz has been cleared of Turks along a distance of 800 miles. The military railway has been continuously interrupted, and severe losses inflicted on the material and rolling stock." In the illustration the Hedjaz troops may be identified by the national Arab head-dress of white cloth with its black-brown camel's-hair band. The Turks wear the "Envariah" khaki sun-helmet. An Austrian mountain howitzer is seen being captured.



BY G. K. CHESTERTON.

TWO men, admired and admirable in very different ways, have lately written on the scheme of a League of Nations—Lord Grey and Mr. H. G. Wells. One thing they have in common: it is the thing for which they are the most blamed, and for which they ought to be most praised—their idealism. Whether we accept their ideal or no, we ought to thank them for making it clear as an ideal. To dismiss idealism as impossibilism is not even practical; it is like blaming an archer

for aiming at the white, and telling him that pure white is unknown in nature, and that the centre of a circle is an imaginary point without parts or magnitude. The answer is that if you are not aiming you are not even shooting, but only shedding arrows as a fowl sheds feathers. To have an ideal is simply to have an aim; and there is nothing practical in being aimless. But the real mistake arises from supposing that white is the only colour, that we all take as an ideal object anything that happens to be white-as, for instance, whitewash, or whited sepulchres, or the white flag. other words, the real mistake consists in thinking there is only one ideal, which is at once obvious and colourless. This is no more true of national and international ideals than of any other. It is not admitted, as some seem to suppose, that the ideal that is vaster and vaguer is necessarily higher. Humanity is larger and more varied than a nation; so is a harem larger and more varied than a wife.

A League of Nations really stands or falls with the truth of its title. If it is really a League of Nations it may really be a noble thing; but, as presented by some people, it is rather a League for the Abolition of Nations. It is not a scheme to guarantee the independence of States, but at best to guarantee their safety if they will sacrifice their independence. There is surely, however, a much more human and more hopeful interpretation of the idea than this. What is wanted, and what might well be provided, is a league for the defence of

nationality. Now this primary distinction, in the ideal or the aim, is a good example of how practical it is to discuss aims and ideals. For this brings us at once to the simplest answer to the most serious question: Shall the League consist of the Allies, at any rate to begin with; or are we to wait for the conversion of Germany, or are we to accept an unconverted Germany?

The answer is that the Allies have a right to call themselves a League of Nations, in a sense in which Germany has, in plain fact, no part. It is not a boast; it is not a piece of partisan, or even patriotic, sentiment; it is a piece of past history.

The Allies may end as a League of Nations because they began as a League of Nations, in the strict sense of a scheme for preserving nationality—or rather, nationalities. It was not only a union of different things, but of things that wished to remain different. They not only helped each other while remaining unlike each other—they helped each other because they wished to remain unlike each other. It was not a desire of the French to be Anglicised, or the English to be Frenchified,

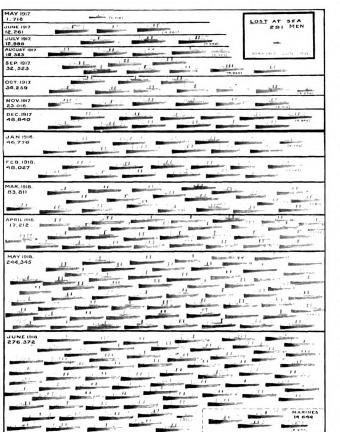
and it is necessary to compose a separate slander against each. The one thing which they have had against each. The one thing which they have had in common is that each nation was in a special and literal sense defending itself—that is, its right to be itself. The Allies have this particular ideal—not in pedantic plans drawn up on paper at the end of the war, but in the real and original pressure of the popular passions at the beginning of the war. They have at least one rudimentary convenience not altogether useless in the formation of a League

of Nations - they have the nations.

We hear a great deal in these days about democratic diplomacy. But one thing is quite certain-that, if diplomacy ever is democratic, it will not be cosmopolitan; it will not be, in the sense intended by the intellectuals. even international. If it is in the least popular, it will be very national. Does anybody believe that when an agricultural labourer from Hampshire or Berkshire enlists and fights and dies, he does it for any political combination except England, or appeals to any international tribunal except While the labourer's outlook may need to be widened, there is one way in which it could and should be widened, and another in which the change is neither possible nor desirable. I do not think he ever will be, or ever ought to be, taught to forget his county and his country in favour of some piece of world - politics worked by wire-pullers at the Hague. But I do think he could be, and ought to be, taught to remember that other men love other counties and other countries; I think he would be much more in touch with such a truism than many more cultivated and perverted people.

The value of the Alliance, and the great emotions in which it originated, is precisely that it was an imaginative movement of this kind. The poor and plain Englishman did really begin to feel something much more human than a solidarity with the Belgian International—a sympathy with the Belgian nationality. He

felt not only for their powerty and their pain, but for their patriotism—for the flag which Intellectuals call a rag and the nation which they call a name. That is the only line along which we could ever really develop a democratic diplomacy. That is the real hope in the ideal of a League of Nations. If it is genuine, it will be a league of all the men who love their own lands to respect each other. If it is anything else, it will merely be a clique of the very few who forget their own lands to interfere with each other's. Between these two opposites the modern world must choose; and it is typical of modern lucidity that the two opposites are known by the same name.



AMERICA'S ANNUS MIRABILIS: THE MIRACLE OF U.S. TROOPS TRANSPORT SHOWN IN DIAGRAM. Each section of the diagram corresponds to one of the fourteen months, from May 107 to June 1918 inclusive, for which the numbers of U.S. troops carried across the Atlantic were recently announced by President Willon. For the purpose of the diagram, each vessel was considered as carrying 4000 men, except in a few cases where other figures are given. The total number including 14,644 Marines) was 1,051,115. In view of the submarine menace, tumber lost at sea—291—is wonderfully small. Since last March the numbers brought over have greatly and progressively increased.

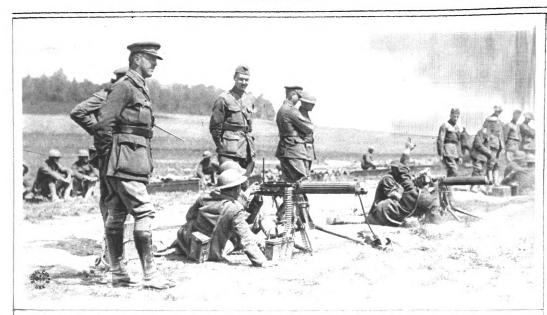
\*\*Drawn by W. B. Robinson—(Copyrighted in the United States and Canada.]\*\*

that created the Anglo-French Entente: it was the desire of the French to remain French and the English to remain English. The Serbians had a dread of being drawn into the system of Austria; the Belgians had a dread of being drawn into the system of Germany; but nobody ever thought the Belgians were in danger of being drawn into the system of Serbia.

Whatever else the Central Empires may say against their enemies, they cannot say their enemies are all alike, that one description will cover them all—or even that one insult will hit them all. They have to be abused one at a time,

## /ER A MILLION ALREADY: THE UNITED STATES ARMY IN FRANCE.

PHOTOGRAPHS BY TOPICAL.



SUPERVISED BY A BRITISH CAPTAIN (ON LEFT): AMERICAN MACHINE-GUNNERS IN FRANCE AT PRACTICE WITH LIGHT VICKERS MACHINE-GUNS,



ON THE WAY TO THE TOWN THEY SO GALLANTLY DEFENDED: AMERICAN INFANTRY IN FRANCE MARCHING TO CHATEAU-THIERRY.

announcement was made by President Wilson just before Independence Day rowing strength of the United States Army in France. He quoted a report lary for War (Mr. Newton D. Baker), that "more than one million American sailed from the ports in this country to participate in the war in France."

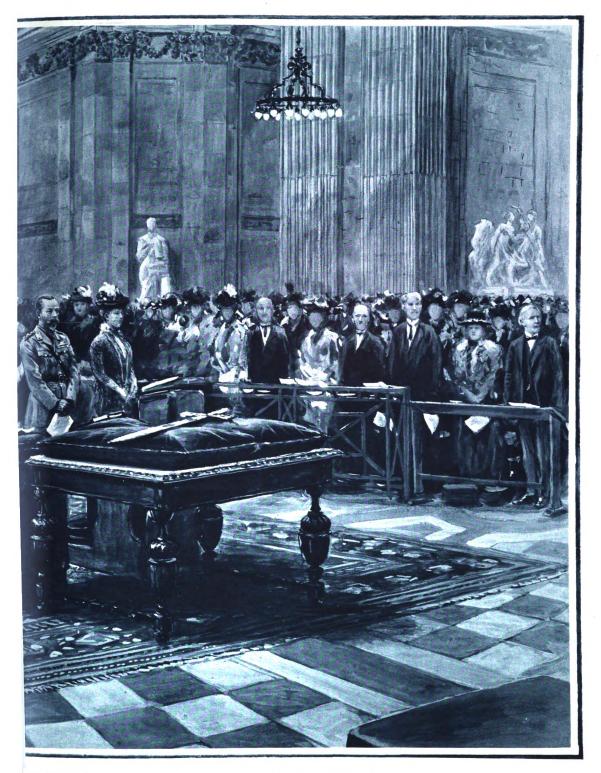
The actual total was 1,019,115. The number returned, or become casualties, was given as 8165, and of these—thanks to "superbly efficient" Naval protection—only 291 had been lost at sea. Mr. Baker also said that progress in shipping troops oversea was such that the U.S. was six months ahead of the original programme.

## THE ROYAL SILVER WEDDING SERVICE, JULY 6, 19

"GOD SAVE THE KING!": THE SINGING OF THE NATIONAL ANTI

On July 6, the twenty-fifth ("Silver Wedding") anniversary of the marriage day of King George and Queen Mary (then Duke and Duchess of York) in 1893, the King and Queen, I Prince Albert in one carriage, and Princess Mary and Prince Henry and Prince George in the second, drove from Buckingham Palace to St. Paul's, by way of the Strand and Temple I to attend the special Silver Wedding Day service. At St. Paul's, the Archbishop of Canterbury delivered a special sermon on the occasion. The service was timed to coincide to the hour of the wedding at the Chapel Royal, St. James's, on July 6, 1893. At St. Paul's Cathedral all the members of the Royal Family and relatives of the King and Queen Mary Cathedral and Well and Cathedral St. Queen Alexandra sat beside the King, and with her (of immediate relatives of their Majesties) were Princess Victoria, the Princess Royal (Duchess of Fife).

## MAJESTIES AND THE ROYAL FAMILY.



CLOSE OF THE SERVICE AT ST. PAUL'S CATHEDRAL.

Duchess of Albany, Princess Louise, Princess Christian. The Duke of Connaught, Princess Beatrice, Prince Arthur of Connaught, Princess Arthur of Connaught, the Earl incess Alice, Viscount Trematon and Lady May Cambridge, the Marquess and Marchioness of Cambridge, the Earl of Eitham, Lady Victoria Cambridge, Lady Helena rd Frederick Cambridge. From St. Paul's the King and Queen and Royal Family drove to the Guildhall, where their Majesties received the City's Silver Wedding Gifts. The of Oxford Street. In the illustration are seen, in the foreground, the Queen, the King, and Queen Alexandra. In the front row are, from left to right: Prince Albert, 285 Mary, the Princess Royal, Prince Henry. On the extreme right is the Premier, Mr. Lloyd George, with whom are the Dominion Premiers.—[Copyrighted in the United States and Canada.]

# From Cambeth to Bedford: Che Romance of a Great Engineer. BY AUSTIN BRERETON.

SOME forty years ago a district in Lambeth bore an unenviable notoriety, and was certainly not the recognised place for the development of a large engineering works. It was in this apparently unpromising spot that the founder of a firm which is playing an important part in the war pitched his tent, so to speak, in the year 1880. The irrigation of Egypt was uppermost in the minds of scientific men; the drainage of Holland was a subject of vast importance. There was big work to be done for the mercantile marine. York Street, Lambeth, was the scene of action. It was here that William Henry Allen, then thirty-six years of age, and with sound education and much practical experience, laid the foundation of the great firm whose works at Bedford were visited

by their Majesties the King and Queen at the end of last month. Vast quan tities of machinery for Egypt and Holland and for our ships were manufactured at Lambeth, until the business had grown to such an extent that much more than was space available in the neighbourhood was required. It was at this juncture that a stroke of good fortune came. quite unexpectedly, and the situation was solved. The London and South-Western Railway needed the land whereon the engineering works stood, and, without any hesitation or legal preliminaries, they acquired the property. So the grime and gloom of Lambeth were left for the broad fields of Bedford.

And it was a fair scene upon which their Majesties looked when

they inspected the extensive workshops which are the outcome of Messrs. Allen's Engineering Works at Bedford, which came into being in Strangely enough, what was then a green field has retained much of its open-air feeling to this day. To the lay mind, engineering works are connected with dust and smoke. Upon arriving at Bedford, the visitor sees none of the outward and visible signs which are associated with manufacturing towns. Leaving the residential part of the town behind, a walk of five minutes from the Midland Station and you face a garden behind which are the offices of the directors and the technical department. From here we proceed to the elaborate, well-ordered workshops where the firm, having passed from the piping times of peace, now make main propelling-engines for the Admiralty. This is one branch of their war-work, and, from point of view of appearance and weight, by far the heaviest and most imposing. One phase which impresses the spectator is the amount of fine machinery required for this work.

From the Admiralty section one goes to the great sheds where engines for aeroplanes are being turned out in very large numbers. Special works

were built and equipped for the purpose. A very delicate and ingenious piece of mechanism indeed is the engine of the aeroplane; and that made here is a marvellously fine piece of workmanship. Much of the detail is done by women, who form a considerable portion of the people employed in this work for the war.

The works have had a close connection with the Navy, ever since the foundation of the firm, three specialties to which particular attention has been devoted consisting of machinery for electric lighting, for air-supply to boiler-rooms, and for circulating water through the condensers of the main engines of ships. It may be said without fear of contradiction that there is hardly a vessel of any

ROYAL INTEREST IN ENGINEERING WORK FOR THE WAR: THE KING AND QUEEN WITH SOME OF THE OLDEST EMPLOYEES AT MESSRS. W. H. ALLEN, SON, AND CO., LTD., BEDFORD.—[Photograph by Alfarri.]

class in His Majesty's Navy which does not contain the special auxiliary machinery which has emanated from Allen's. Naturally, this constant and intimate association with the Navy has brought the company into contact with the majority of the graving docks in the country, both in His Majesty's dockyards and in those of private companies. Pumping machinery has been a specialty of the firm ever since its inception, the design and construction thereof being improved from time to time. It goes without saying that the increase in the output of special auxiliary machinery during the last four years has been enormous. Apart from that, the firm has met many special requirements of the Admiralty by constructing machines of a confidential nature.

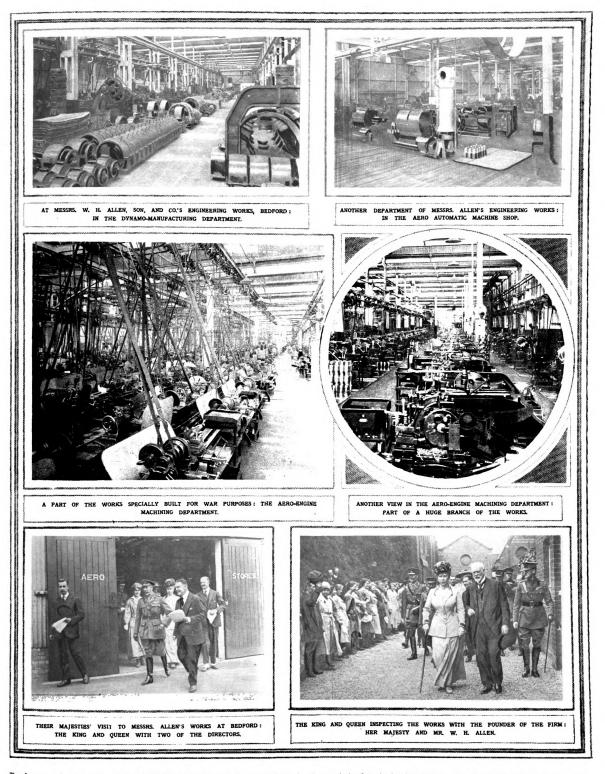
In addition to all this, it is no exaggeration to say that the "Allen" enclosed high-speed engine is well known throughout the world. These engines are made in standard sizes, which vary from 10 to 2000 horse-power. The founder of the firm was one of the earliest designers of the auxiliary centrifugal circulating pumping engine which was fitted to the White Star ships in the early 'seventies.

But he has done something more than that. He has provided his work-people with air. To one who is ignorant, like the present writer, of the many ramifications and technicalities of an engineering works, perhaps the most striking feature in connection with these vast series of "shops" at Bedford is the prevailing purity of the atmosphere. Despite the vastness of the works—and they occupy some twenty-five acres—not a detail seems to have been left out which could conduce to the comfort and convenience of these three thousand-and-odd people. All the buildings have a north aspect, so that they are not unduly hot even in such a summer as we are now experiencing. Moreover, they are admirably ventilated by an ingenious system which provides a

constant fresh, invigorating air. The same apparatus is turned to account in winter. when warm air is supplied. A building for women provides accommodation for some 600 workers, who, for a few coppers, get an excellent, wellcooked meal. The men also are well looked after. In their Institute, a large hall where they have entertainments, is an interesting Roll of Honour: the por-traits of men who have been in continuous employment of the firm for a quarter of a century-a tribute to masters as well as men. Indeed, this personal and intimate touch, notable throughout the entire works, is one direct result of the personal interest which the Allens take in their people. It is all, truly, a family affair. For, although the company is a "limited"

one, the business belongs to Mr. Allen and his sons and other relatives. In 1889, Mr. W. H. Allen-whose great activity and capacity for unlimited work remain unimpaired to-day, although he has passed his three-score years and ten-took into partnership his eldest son, Mr. Richard In 1904, for family reasons, the firm W. Allen. was converted into a company under the style of W. H. Allen, Son, and Co., Ltd., with the founder Mr. Richard W. Allen, C.B.E., is as chairman. the managing director; Mr. Harold Gwynne Allen, director and engineering manager; Mr. Rupert S. Allen, director and manager of the electrical department; Col. P. B. Crowe, V.D. (late of the City of London Regt.), who is serving in France, London director; and Mr. George P. Allen, architect. In short, Mr. Allen and his family conduct their own finances and commerce, and do their own scientific work. So that the personal element is never wanting. Nor have the energies of the head of the firm been confined to the great works which have brought so much prosperity to Bedford. The Church of All Saints owes much to his munificence. He was High Sheriff of Bedfordshire in 1904-5. Finally, be it said that Mr. Allen is the Vice-President of the Institution of Mechanical Engineers.

#### ROYAL INTEREST IN WAR ENGINEERING: THE VISIT TO BEDFORD.

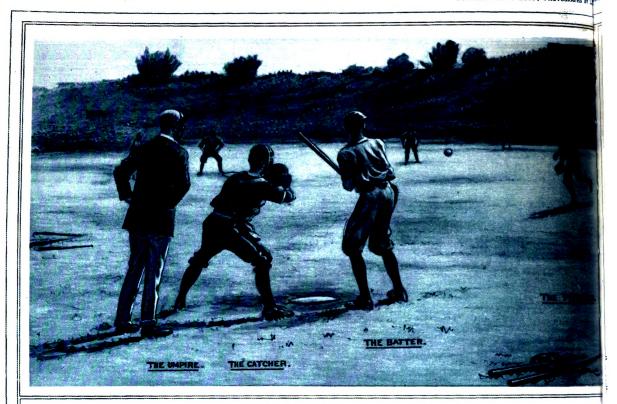


The famous engineering works of Messrs. W. H. Allen, Son, and Co., at Bedford, which their Majesties the King and Queen recently visited, afford an interesting example of the development of a vast business out of small beginnings. As related in an article elsewhere in this number, the firm was founded at Lambeth in 1880 by Mr. W. H. Allen, who is still hale and vigorous, and in active harness, although now over seventy. In 1894 the establishment was transferred to Bedford, where the works were constructed in the most hygienic principles with a view to the welfare of the employees, between

whom and the firm the happiest relations exist. During the war Messrs. Allen have executed an immense amount of valuable and important work for the Government, especially the Admiralty. Among other things they make main propelling engines for ships, aeroplane-engines (for whose construction special sheds were built), machinery for electric lighting, air-supply in boiler-rooms, and water-circulation in marine engines, and pumping apparatus. Much of the detail work in the aeroplane-engine department is done by women, who were naturally delighted to welcome the Queen.

### A GREAT ANGLO-AMERICAN OCCASION: THE HISTORIA

DRAWINGS BY S. BEGG; PHOTOGRAPHS BY 1 0000



THE GAME IN PROGRESS: A LEFT-HANDED BATTER STRIKING.



A SOUVENIR FOR PRESIDENT WILSON: THE KING PRESENTING AN AUTOGRAPHED BALL.



an object-lesson in facetiousness: some of the u.s. navy "rooters" working for their team.

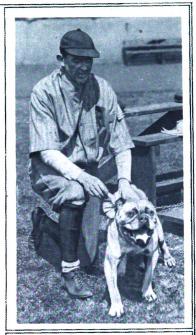
If Waterloo was won on the playing fields of Eton, it may be that it will be said hereafter, in the same symbolic sense, that the Great War was won on the baseball ground at Chelica of July 4, 1918, the 142nd anniversary of the Declaration of American Independence. The idea is not so fantastic as it seems, for, as the "Times" well says: "Two peoples who have learn to play together are not far from complete understanding," and it is incontestable that the new union of hearts and brotherhood-of-arms between the British peoples and their American kindred and the mighty aid that has come, and is coming, across the Atlantic, are going to prove the decisive factors in the war. The importance of the Chelsea match from the international point of view was marked by the presence of the King and Queen, Queen Alexandra, and other members of the Royal Family, with a large company of distinguished visitors, both American

## SEBALL MATCH ATTENDED BY THE KING AND QUEEN.

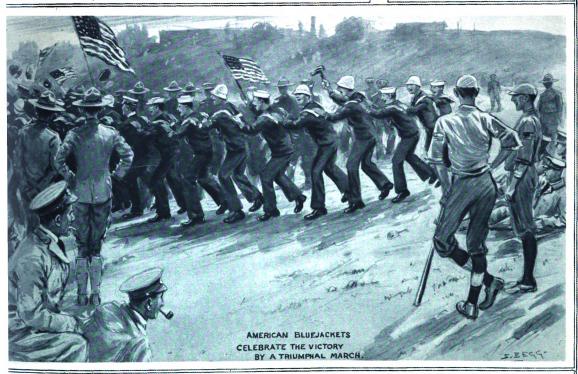
AND FARRINGDON PHOTO. Co.



THE ROYAL PARTY: (L. TO R. SEATED IN FRONT) THE KING, QUEEN ALEXANDRA, QUEEN MARY (CENTRE), AND (NEXT BUT ONE) PRINCESS MARY.



OF SYMBOLIC IMPORTANCE: THE BRITISH BULL-DOG; WITH AN AMERICAN PLAYER.

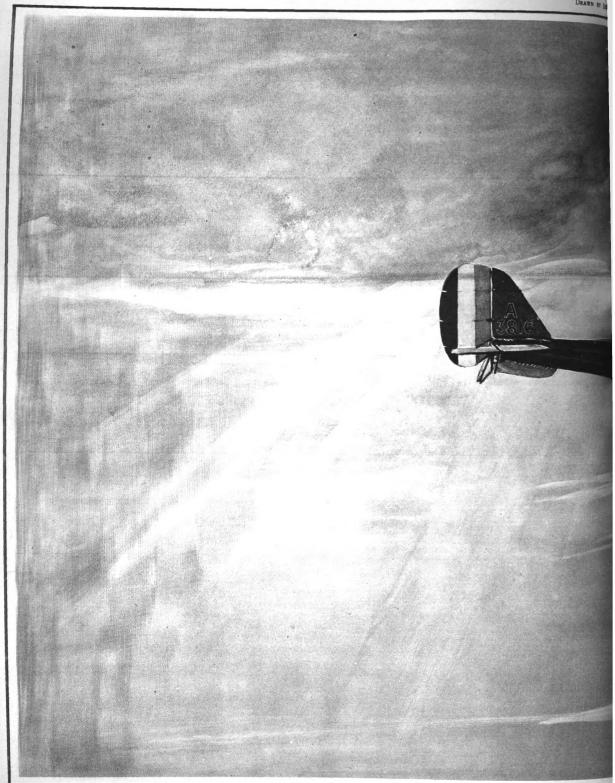


AFTER THE VICTORY OF THE U.S. NAVY OVER THE U.S. ARMY: A TRIUMPHAL PROCESSION OF AMERICAN SAILORS ACROSS THE GROUND.

Altogether the spectators numbered from 40,000 to 50,000. The match was between teams of the United States Army and Navy, the Navy winning by 2 runs to 1. Before egan, the players were presented to his Majesty, who shook hands with the captains, and handed them a ball on which he had written his autograph. This ball was not actually a match, but kept as a memento for President Wilson. The scene on the ground was one of extraordinary enthusiasm. According to American custom, each side had its supporter; crowd, known as "rooters," whose business it is to encourage their team by cheers, songs, and yells and "all kinds of music" of the most ear-splitting sort. The din was terrific. risitors were hailed by a chorus ending "Rah! Rah! King George, Queen Mary, Great Britain!"—[Drawing Copyrighted in the United States and Canada.]

## THE AEROPLANE THAT FLEW ITSELF: ONE OF THE

DRAWN



### "THE CRUISE OF THE DEAD": A BRITISH AEROPLANE WHICH, WITH PILOT AND OBS

With regard to this extraordinary occurrence on the battle-front, Mr. Boyd Cable writes: "The incident depicted is one of the most amazing instances in the records of the war of the stability of a British aeroplane, and the reliability of an engine. Some reports of the incident have several times recently been published, but, oddly enough, the performance was credited to another type of machine than the one actually concerned. The machine was an artillery observing one, and was out 'doing a shoot,' directing our artillery fire on enemy positions, when it was attacked by six Albatros scouts. The pilot refused to dive away, and engaged the enemy; one Albatros was brought down with a damaged engine and a wounded pilot, and, landing in our lines, was captured. Meanwhile the fight against odds continued, and another machine of the same squadron,

## T AMAZING INCIDENTS IN THE HISTORY OF FLIGHT.

IPSON.



EAD, FLEW FOR HOURS UNCONTROLLED, AND GROUNDED WITHOUT "CRASHING.

<sup>,</sup> came to the rescue. After a short but hot action, the remaining enemies were driven off over their own lines. Our second machine then returned to its aerodrome ammunition supplies, and the first one was then apparently all right. It did not return to its 'drome that day, however, and nothing was heard of it until the follows, when it was found in a field fifty miles back in an air-line from the scene of combat, with both pilot and observer dead in their seats. It was proved conclusively men must have been killed instantaneously, and that the machine had flown itself in wide circles, drifting with the wind for some hours until the petrol ran out, came down in a steep glide and landed, without completely wrecking itself as might have been expected."—[Drawing Copyrighted in the United States and Canada.]

#### FIRE IN THE AIR: A RISK WHOSE FREQUENCY IS EXAGGERATED.

By C. G. GREY,

Editor of "The Aeroplane."

THERE have appeared of late a number of newspaper paragraphs recording the deaths of aviators through their machines catching fire in the air.; also articles on what it feels like to be in a blazing aeroplane. There have been official notifications of awards to heroic aviators who have by their skill and determination in cases of fire saved their own lives and those of their passengers and have landed safely. There have been various pictures of aeroplanes on fire in the air. And the phrase "shot down in flames" has become a commonplace.

It is certainly regrettable that so much

publicity should be given to fires in the air, for it is possible that if the mistaken idea that fires are unduly frequent in aeroplanes became general the supply of pilots for the Royal Air Force might be adversely affected. A man may be the bravest of the brave, and may be perfectly willing and proud to die for his country, and yet may shrink from being burnt.

Also relatives who read these gruesome stories may suffer much unnecessary anxiety. As a matter of fact, though such incidents have in fact happened, they are nothing like so prevalent as sensationmongers are likely to make people believe. Nevertheless, just because fires do happen from time to time, it seems eminently desirable not only to remove the impression that the risk is inordinately great, but to show clearly that the risk can be almost entirely eliminated. One believes, in fact, that the time is very near when being burnt in an aeroplane will be as uncommon as is being burnt on board a ship.

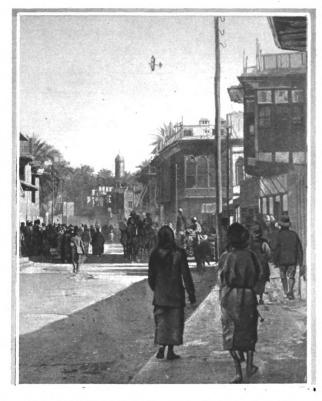
Fires which do occur in aeroplanes while in the air are of two distinct kinds, apart altogether from fires in machines which have caught fire on the ground as the result of an accident. The first kind of fire is caused by a defect in the machine itself, either in the engine or in the petrol-supply arrangements. One may include in this class fires which are caused by the stupidity or lack of attention to instructions on the part

of the pilot himself, or of his mechanics, or even of his commanding officer, for the ideal aeroplane would be both fire-proof and fool-proof. The fond feminine relative may do much by her influence to prevent such fires by impressing on the would-be aviator the need for care, without at all trying to induce him to give up flying.

The second kind of fire is caused by enemy action, either by shells from anti-aircraft guns, or by bullets, incendiary or otherwise, from enemy aircraft.

There are various ways in which aeroplanes can be set on fire in the air by accident or by carelessness, but probably one example which combines both may suffice. Some time ago fires occurred in a certain very good type of aeroplane with a certain type of engine. By good luck it was discovered, before very much harm had been done, that the vibration of this engine broke the petrol-pipe from the main tank close to the carburetter. The result was that the petrol, fed

under pressure, used to squirt out all over the engine and into the space beneath it in the body of the machine. When the carburetter had run dry the engine used to "pop back," in the way familiar to all motorists who have run short of petrol, and set fire to all this free petrol, which, being sucked back towards the rear of the machine, soon set the whole thing alight. When this cause was discovered, it was very simply rectified by cutting all petrol-pipes of existing machines of the type and putting on a petrol-proof rubber joint, which absorbed the vibration. Instructions to this effect were promptly issued to all units equipped with this machine.



FLIGHT AT BAGHDAD: A BRITISH AIRMAN DOING "STUNTS" OVER THE CITY.

Photograph supplied by Central News.

In spite of this, certain other machines caught fire in precisely the same way, and people began to wonder whether the cure was real. But, when careful investigations were made, it was found that the instructions had not in these cases been carried out. So far as that particular type of machine is concerned, the danger of fire from that cause has been abolished.

Fires due to enemy action are almost always of one of two kinds. Either a shell-splinter or a bullet punctures a petrol-tank or cuts a petrol-pipe, so that the petrol gushes out under the air-pressure—which is necessary to force it out to the carburetter—and catches fire from the engine; or else an explosive or incendiary bullet from an enemy gun sets fire to the petrol-gas. If an incendiary bullet goes right into a tank full of petrol it will probably be drowned out, for petrol needs air with it in large proportions before it will catch fire. But if a tank is once punctured the odds are all in favour of an incendiary bullet setting it on fire within the next minute or two.

The obvious preventive of fire due to such a cause, which would occur at once to anybody, is to make the tanks of bullet-proof steel. But bullet-proof plate is decidedly heavier than the very light material of which petrol-tanks for aeroplanes are made, and a war aeroplane depends for its efficiency very largely on its extreme lightness. Consequently, hitherto, armoured tanks have been impossible.

Nevertheless, now that engines and the structure of the aeroplanes themselves are so much lighter than they used to be, the possibility of bullet-proof tanks certainly arises. One hears of

the Germans using such tanks in the specially built machines which they use for low-flying attacks on troops on the ground, and one may in fairness assume that our own people are not behind-hand in making similar efforts. Thus one feels safe in prophesying that this cause of fire may also be eliminated before very long.

There is, however, another field of investigation which engineers might well study-the production of an engine using what might be called non-inflammable fuel. The Diesel engine, which burns crude petroleum-oil of such quality that it can only be exploded under special circumstances, was a German invention, though largely used in all other countries, so the idea is far from being a secret. The enemy has apparently reached his limit in developing that type of engine; but there seems no good reason why the more ingenious Englishman or Frenchman or Italian or American should not go a step further, and produce ultimately an engine using fuel which only becomes inflammable when it is actually inside the engine itself, where it cannot set fire to anything.

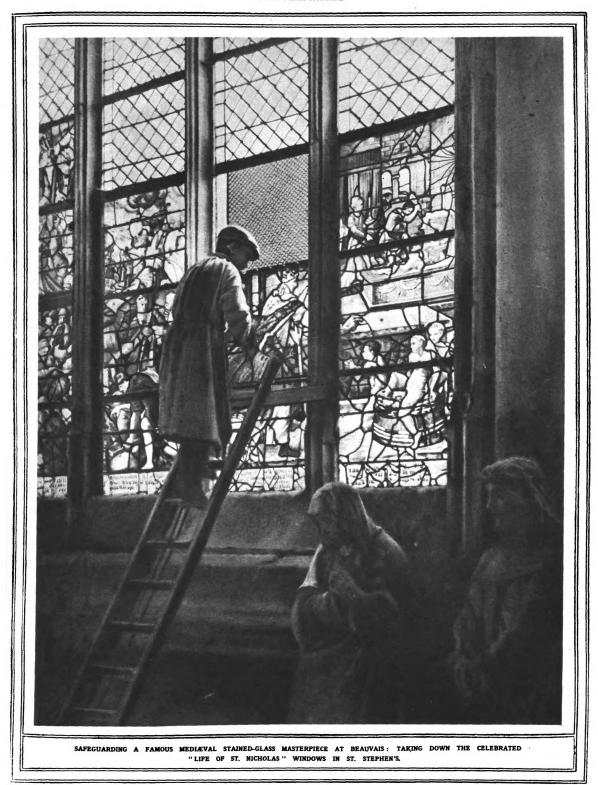
Meantime, much might be done by embodying in aeroplanes a lifesaving parachute as a standard fitting, just as life-buoys are carried by all ships. Some years before the war the late M Pégoud demonstrated that it was

possible to get out of a single-seated aeroplane and descend by means of a parachute. Since then many parachute descents have been made from aeroplanes and from moving airships. Descents from kite-balloons by parachute are daily occurrences at the front. Therefore it seems that there should be little or no difficulty in descending from a burning or disabled aeroplane. One has read of men throwing themselves overboard from burning aeroplanes. If they took a parachute with them their chances of living would be greatly improved.

The moral of the French and British flying services has never been so high as it is to-day. It is very much higher than that of the enemy's aviators. Yet, if the danger of fire in the air could only be eliminated, or even if a man knew that he had a sporting chance of getting out of a burning machine alive, one feels certain that the fine offensive spirit of our aviators would be greatly enhanced.

#### LEST EVIL BEFALL: PRECAUTIONARY MEASURES AT A FRENCH CHURCH.

FRENCH OFFICIAL PHOTOGRAPH



fistoric and ancient French churches and cathedrals and other famous edifices are in constant danger from enemy shells and bombs. Only last week the Bishop of Amiens, it an interview, related how recently shells have been bursting round Amiens Cathedral; at so far without damaging the fabric. The Pope, said the Bishop, had specially ntervened on behalf of Amiens Cathedral, the architectural beauty of which is world-amous, and the Germans had "promised to spare Amiens Cathedral." They had not upt their word, the prelate added; but, he also said, "most of the artistic treasures have

been removed to a safe place." One measure that is adopted in cathedrals and churches all over Northern France is shown here—the removal of historic and artistic stained glass from the windows. The church in question is that of St. Stephen, a twelfth-century edifice completed later, at Beauvais, in the Department of the Oise, 55 miles due north of Paris. The window is a marvel of artistic craftsmanship, and widely famous. Its setting, resplendent with coloured glass of the most wonderful hues of ruby, sapphire, topas, and amethyst, forms a complete representation of recorded incidents in the life of St. Nicholas.





CRITICS of Charles Darwin's immortal theory of Evolution there always have been, and will be. And it is well that this should be so.

But most of those who have ventured to criticise have shown themselves woefully unequal to the task. His opponents, however, are not his only

#### WHEN WAR SHALL BE NO MORE.

race is not always to the swift, nor the battle to the strong. The struggle for existence is not simply a struggle between individuals of the same

moment arrives when A and B shall come into conflict, if that moment ever arrives, both A and B must have proved themselves able to survive the

normal and abnormal variations of climate, for example, and the normal attacks of disease, as well as of other and less insidious enemies.

The "survival of the fittest" does not mean the survival of the fittest from the human standpoint, but the "fittest" for its own particular environment. The tape-worm is as much the product of evolution as is man himself. The "struggle for existence" applies as much to cabbages as to tigers. A field of wheat left to itself would, in a very few seasons, become a field of thistles and poppies - because these are the 'fittest" for the environment represented by the field. The wheat survives only under artificial conditions imposed and controlled by man. There is not the slightest warrant for the contention that the Darwinian theory is discredited because it is founded on a doctrine of Force. This is but a travesty of that theory, held only by those who have no practical acquaintance with the problems presented by the study of living things.

Folly can go no further than to demand that is a doctrine of Force—which it most emphatically is not—with a new doctrine of "Power" which is to be founded on the cult of the "emotions." This is nothing less than clotted nonsense; but it is nevertheless advocated, in all seriousness, by the latest self-appointed leader of the human rac. Let there be no mistake about it—we are cherishing a vain hope when we imagine that we shall have found salvation when we have turned our swords into ploughshares. "Power" without Force behind it is but an emasculated semblance of reality. To bid us ban Darwin and all his



BRITISH MILITARY ENGINEERS AT WORK: THE RESTORATION OF THE WELLS AND CISTERNS OF BETIN.

Exyption Official Photograph.

enemies. Many of his champions have no less failed to grasp even the general trend of his views. But so long as these exponents, whether for or against the theory, confined themselves to academic discussion, no great harm was done. It becomes quite otherwise, however, when the attempt is made to apply a garbled and distorted version of this theory to social or political ends. Bernhardi may be taken as an example of this misapplication, and his interpretation has had most lamentable results. He is not the only offender, however. But the latest—and, perhaps, the worst—is the writer of a recent book (which I will not advertise) who assures us that the "Origin of Species" has become "the Bible of the doctrine of the omnipotence of force." For him, "Darwinism pure and simple" may be summed up in the phrasemade by another blind leader of the blind-that if A was able to kill B before B killed A, then A survived, and the race became a race of A's inheriting A's qualities."

This is not merely a travesty of Darwinism—it is a mischievous misrepresentation likely to have harmful results in many directions. Throughout this book the uninitiated is led to suppose that the Darwinian theory is concerned only with the struggles for mastery between related groups of individuals. It is, we are told again and again, a gospel of the doctrine of Force, which is to be destroyed at all costs, since it is provocative of wars. Nevertheless, no more refreshing source of inspiration, no more certain stimulant for sane thinking, can be found than in the "Origin of Species" and its companion volume, "The Descent of Man."

In expounding the doctrine of the "struggle for existence" and the "survival of the fittest," Darwin showed, in no uncertain terms, that the

race for the means of sustaining life, nor between living organisms at large for a place in the sun. The struggle to live is a struggle which every



CAPTURED BY BRITISH TROOPS IN ITALY: A FEW OF OUR AUSTRIAN PRISONERS TAKEN DURING THE ENEMY OFFENSIVE.—[British Official Photograph.]

living thing has to face, with the whole environment, animate and inanimate. The survival of every living thing, from amoeba to man, is contingent on its ability to adapt itself to the conditions of its environment. Before ever the works, and in their place set up the golden call of "Idealism," is to bid us take the road to ruin. High ideals we should all cherish, but they must bear some relation to the hard facts of life.

W. P. PYCRAFI.

## ACHIEVING "THE IMPOSSIBLE"

### At St. Dunstan's Hostel for our Blinded Soldiers and Sailors.

O reconstruct the whole life of the men suddenly and completely blinded in the war, so as to enable them cheerfully and efficiently again to resume a normal place among the world's workers might well - before St. Dunstan's showed the way - have been deemed an impossible task."

Nevertheless, the "impossible" has been achieved-a miracle has been wrought. Hundreds of these blinded heroes, who in a former age might have been regarded as permanently incapacitated, and who

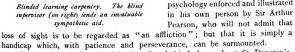
might easily have fallen into a sombre, soul-deadening inactivity, with ultimate loss of spirit as well as of sight, have already been purged of the mental gloom that menaced reason itself, lifted into the bright atmosphere of hope, trained to some economically valuable occupation and provided with a career which has rendered them not merely self-supporting but able also, in many cases, to engage successfully in skilled and well

remunerated employment in competition with sighted folk. How is it all done? How is

the loss of one of the chief, nay, the

chiefest of the senses, so greatly mitigated as to be no longer the overwhelming disaster that it once was held

Words cannot communicate the secret of St. Dunstan's, for it is a thing of the spirit. It is a new attitude towards blindness, a new psychology enforced and illustrated in his own person by Sir Arthur



This, in short, is the principle that lies behind the work at St. Dunstan's. But it is much more than this, for the whole work there is pervaded with gracious influences, with helpful sympathy, encouragement, and a dauntless

optimism that never allows the blind man to despair of his future. It is fraught with the spirit that enables him triumphantly to cry: "'I am the master of my fate,

I am the captain of my soul!"; though my life be laid in ruins yet will I build it afresh; though handicapped beyond others, yet will I run the race; though blind, yet will

The actual work at St. Dunstan's has been often described, and it is now generally known, how the men, coming straight from the Hospital to the Hostel, are at once made to feel that life-though in darkness-

need hold no gloomy prospects; how they are one and all taught to read Braille and to use the typewriter; and how, in a trade or employment of their own selection, and in a period shorter than ever known in previous experience, they are trained until capable of holding their own successfully in competition with sighted workers.

After three full years, during which over 500 men have passed through St. Dunstan's, it is now possible to "take stock," and to survey some of the fruits of the devoted and unceasing labour there spent on behalf of these blinded soldiers and sailors.

From the testimony of a cloud of witnesses, only the barest selection can here be made. Rather than attempt to summarise the evidence, let these few letters, taken almost at random from a vast



as it appeared from an aeroplane. St. Dunstan's, with its adjacent Annexes,

"Out of the night that covers me,

I thank whatever gods may be For my unconquerable soul."

-W. E. HENLEY.

Black as the pit from pole to pole,

TELEPHONE OPERATOR.

Salary 35/- per week.

PTE. PERCY ASHTON, Comrades of the Great War,

number of missives of similar tenor.

RIFLEMAN H. COLVILLE,

Queen's Westminsters.

Colville was formerly employed by the
Asiatic Petroleum Co. He resumed work
at his old salary, and has received two rises.

THE ASIATIC PETROLEUM Co., Ltd., St. Helen's Court,

St. Helen's, E.C.

DEAR SIR,—We are pleased to be able to inform you that Mr. H. Colville's work gives every satisfaction, and that he is treated entirely as one of the normal members of the staff. We believe him to be quite

THE ASIATIC PETROLEUM CO.

happy and contented in his work.
Yours faithfully,

Oueen's Westminsters

St. Helen's, E.C.

speak for themselves.

SHORTHAND WRITER

2, Grosvenor Crescent, S.W. I., 7th March, 1918.

DEAR S1R,—I am pleased to inform you that Percy Ashton is carrying out his daties and giving satisfaction to this Committee. He is steady, willing and intelligent.

Yours faithfully, A.D. W. TAYLOR, Assistant Secretary.

Salary £3 a week.
PTE. HARRY COOK,

East Lancs. quite well at hos-pital, and have been promoted Section Commander, which puts on another ten shillings a week to my salary. On January 10th I am

commencing attending lectures at the Liverpool University on advanced anatomy, physiology, massage, and electricity."

POULTRY FARMER.

LIEUT. C. BULMAN, 21st Northumberland Fusiliers.

Dunstan's and its adjacent

21st Northumbertand Fustners.

"The sum total of the eggs produced since the commencement of my little farm on the 4th January is 1962. Considering that I only began with a stock of 40 birds, which has been gradually increased to 100 birds, this may, I think, be looked upon as a quite satisfactory."

Here, then, is rebuilding work of an order far beyond the scope and power of any Ministry of Reconstruction, for the raw material is nothing less than the human soul.

What, one may well ask, would in all probability have been the fate of these hundreds of men had they not had the inestimable blessing of a St. Dunstan's to rescue them from blank despair and fit them again, mentally and materially, for an active life among their fellow men?

The blind masseurs. "I have been promoted Section

Commander," writes one (from a military hospital).

It is a work that calls for your assistance as well as your sympathy The cost is heavy, and the demands

upon the services of the Hostel steadily increase with the prolongation of the war. Some 600 men are at present resident at St. Annexes, all of whom must be taught,

trained, and started in life in their new career. Your HELP is required. What will YOU send?

These men offered their lives and lost their sight in the great Cause - in your service, your cause. Let it never be upon your conscience that you held back anything you might have given them in return-as a thank-offering.

All subscriptions and donations should be addressed to The Treasurer, ST. DUNSTAN'S Blinded Soldiers' and Sailors' Hostel, Regent's Park, London, N.W. 1. (Registered under the War Charities Act, 1916).

An excellent way to raise funds for St. Dunstan's is by organising Fêtes, Bazaars, Concerts, &c. Will you help?



Blinded learning bootmaking at St. Dunstan's



#### NEW NOVELS.

"Truant Happiness."
One of the ways to capture truant happiness, for minds innocent and quiet, is plainly to read the novels of

Mme. Albanesi. They follow certain sound and satisiactory rules in novel-making. Their writer tells a story,
and she does not preach, or pitch too piteous a tale. She
holds firmly to a tone which allows them to be left with
confidence on the drawing-room table. Also, they are
written about young people—but not too young. "Truant
Happiness" (Ward, Lock) is a war story; but it neither
fullminates against the Hun nor reproduces with too
meticulous accuracy the agonised phases of this or any
other nation between now and 1914. At the same time,
when Mme. Albanesi reminds us, by the example of her
heroine, of the many women who have acquired a mental
poise and a degree of unselfishness only equalled by



WITH THE UNITED STATES NAVY IN BRITISH WATERS: THE POST-OFFICE
ON AN AMERICAN WAR-SHIP.—[Photograph supplied by Topical.]

their courage from the bitter lessons of anxiety and sorrow, she reminds us too of the consolation of the trials through which we are passing. "Drastic as the schooling has been, is not the world the better for all these hearts which have been so cleansed by pain?" The end, in this strain, is not irrelevant to an easy plot, that flows on with facility through the viciositudes of Angela's courtship and

marriage. There is an under-current of war-work to stamp the book as not only agreeably human, but as keeping itself abreast of the social tide that bears the gentle-bred woman, in these days, into so many self-sacrificing activities. "Truant Happiness" is not a noteworthy piece of work, but it is pleasant entertainment.

"A King in Babylon."

The reincarnation of lovers of ancient Egypt in the twentieth century is a theme which bears the amplification applied to it in "A King in Babylon" (Hutchinson). An American kinematograph company, low in the water on account of a paucity of ideas, received inspiration from Henley's verse, and started off to Luxor to film a story

founded upon the poem. They picked up a little French actress at Marseilles, whose first encounter with Jimmy, the star, foreshadowed the occult adventures which were to follow. The discovery of a King's tomb, and the disinternment of his mummy and the walled-up corpse of the "Christopen and the corpse of the "Christopen and the walled-up corps and the walled-up corps

corpse of the "Christian slave" let loose the spirits of the dead; and weird indeed were the proceedings thereafter of handsome Jimmy and his Franco-Egyptian Princess. It can be gathered that the story contains quite as many thrills as are good for most people.

The real improbability does not appear to be to us the racing and chasing of the reincarnated "King in Babylon" and his desiccated bride, but the persistence shown by their associates in following up investigations productive of so many complesses. Less beginning the productive of the productive of

creepinesses. Less heroic mortals would have fled the haunted spot, and left Jimmy and his lady of the black arts to their own hair-raising devices. Mr. Burton E. Stevenson tells a good tale with all the necessary vigour. His subject, too, his method, and the atmosphere of the book are almost "topical."

"Cinderella's Suitors."

There is not much likeness to be traced between the lucky Alexa Leslie, who came into five thousand a year as she sat typing in an Auckland office, and Cinderella's Ginderella's Cinderella's Cinderella



WITH THE UNITED STATES NAVY IN BRITISH WATERS: A BLUEJACKETS'
BAND PLAYING AFTER MESS.—[Photograph supplied by Topical.]

Suitors" (Ward, Lock) is at least as much a fairy n as the nursery tale. The feminine touch, particularly in the wild improbabilities of the legal side of the story, is apparent in Miss Isabel Maude Peacocke's book, which abounds in ribbons and frocks, gay and sunny natures, and sentiment displayed to charm the artless eye. The plot is original in so far as it is a New Zealand maiden who inherits the fortune, and who sails upon her travels from the other end of the world-which is a reversion of the usual progress of adventurous characters in light fiction. Five thousand a year seemed to go a long way when Lexie Leslie handled it; and we are painfully reminded that in pre-war days it was looked upon, especially from a lower financial level, as abundant riches. The story is wholesome enough; and engaging in its simplicity. We see no reason to doubt that it will find favour with the young women who rattle typewriters, as Alexa did, without the prospect of a fortune approaching nearer to them than the dazzling vision prepared for the delectation of their breed by kind Miss Peacocke.

## PRE-WAR AND PRE-PELMAN

By EDWARD ANTON

AM being frequently asked, by all sorts of people, what is the actual difference which Pelmanism makes in a man or woman.

The question is best answered by simile. "Pre-war" is a term of which, unfortunately, all of us recognise the significance; it refers to a standard of values and a state of affairs which have completely passed away—for the most part beyond the possibility of recall.

"Pre-Pelman" indicates a similarly complete change in the individual. Of no other system of training, of no other experience can it be so surely said that it re-creates the individual and opens up an entirely new view of life. "In my pre-Pelman days" is a phrase which one often hears, and it refers to a condition of mind which—compared with the present—can only be termed embryonic.

Few people have truly realised—prior to taking a Pelman Course—what boundless possibilities lay ready to their hands. I have seen letters from Pelmanists telling of positions occupied by them and salaries gained by them which far transcended the wildest dreams of their "pre-Pelman days."

I think that those who adopted Pelmanism years ago deserve especial praise for their enterprise and broad-mindedness. Nowadays the sheer force of evidence or testimony or the weight of public opinion (which has become enthusiastically Pelmanistic) almost compels every progressive man or woman to take a Pelman Course.

But these earlier Pelmanists—these pioneers of the new movement—these experimenters with a new idea (as it then was)—these were clear-sighted beyond the normal. Even before the stress of war made the demand for efficiency so insistent, they had apparently grasped the vital fact that training was an essential to efficiency of mind as to efficiency of body.

And they were right. Subsequent events proved it; scientists agreed with it; and—most important of all—their own experiences endorsed it. And to-day the value of mind-training is a matter which is no longer open to question.

#### Two Years' Progress

In the last two years—largely owing to the courage with which "Truth" boldly advocated the new movement—Pelmanism has won national recognition. In the whole of the Empire there is not a class of the community which has not adopted Pelmanism. Brain workers, manual workers, soldiers, sailors, and civilians, men and women, tutors and students, scientists and society leaders—each class has found in Pelmanism a source of new strength, a key to new opportunities, an avenue leading to new possibilities.

"Too marvellous to be true," says the sceptic. But once he begins his study of "the little grey books" his scepticism is quickly dispelled. One such sceptic, to the writer's own knowledge, declared that each of the twelve books of the Pelman Course was worth £100 to him! And this in a few weeks after declaring that the claims made for Pelmanism were fantastic.

"Nothing in the world would make me willingly part from my Pelman books," writes another one-time sceptic. Mr. George R. Sims and Sir James Yoxall, M.P., both own that they viewed Pelmanism with suspicion, until actual acquaintance with its principles opened their eyes and made them enthusiasts.

Look at the list of prominent men who have written in warm praise of the System and of the results achieved by its aid by all classes of men and women. In addition to Mr. George R. Sims and Sir James Yoxall, there are Sir W. Robertson Nicoll, the veteran editor of "The British Weekly," and one of the most eminent litterateurs of the present day, Sir H. Rider Haggard, a writer whose fame is literally world-wide; Sir Robert S.S. Baden Powell, the brilliant soldier, defender of Mafeking, and founder of the Boy Scout movement; Mr. H. Greenhough Smith, life-long editor of "The Strand Magazine"; Mr. Max Pemberton, the gifted novelist, who says in his article

#### "The Romance of Pelmanism"

that "I do not know that there is, or is going to be, any greater real romance in this 20th Century than the romance of Pelmanism."

Every day Pelmanism is attracting more and more attention. The masters and tutors of our great public schools are taking it up; officers of the Army and Navy discuss it at mess and in the ward-room; men study it in the trenches in the very firing line; business men and women con their "little grey books" upon every chance occasion.

"Pelmanism," in fact, is no longer a mysterious "cult" known only to a select few; its students are numbered by the hundred thousand, and there is not a remote corner of the Empire in which you will not find a startlingly large number of Pelmanists.

The results are as varied as the vocations of the students. Salaries doubled (and in many cases trebled); professional and social advancement; promotion for military and naval officers and men; war distinctions; educational honours; and a tremendous gain in the interests and pleasures which go to make life desirable and worthy.

#### 38,000 New Enrolments

In five months more than 38,000 men and women have enrolled for a Pelman Course. Nothing could show more plainly the growing strength of this new movement—a movement which is of infinite importance both to the individual and to the nation.

Clerks, typists, salesmen, tradesmen, and artisans are benefiting in the form of increased salaries and wages. Increases of 100 per cent. and 200 per cent. in salary are quite frequently reported; in several cases 300 per cent. is mentioned as the increase of salary due to Pelmanism!

Professional men find that "Pelmanising" results not only in an immense economy of time and effort, but also in vastly more efficient work. It says something for Pelmanism when members of such different professions as solicitors, doctors, barristers, clergymen, architects, journalists, accountants, musicians, and schoolmasters have all expressed their emphatic appreciation of the value of Pelmanism as a means of professional advancement.

Members of Parliament (both Houses), Peers and Peeresses, men and women high in social and political life, famous novelists, actors, and artists, scientists, professors and University graduates and tutors—the "little grey books" have ardent admirers amongst all these. Even Royalty is represented—and by several enrolments.

A full explanation of Pelmanism (with a description of the Pelman Course and a complete Synopsis of the lessons) is given in the pages of "Mind and Memory." A copy of this fascinating booklet, together with a reprint of "Truth's" sensational article of Pelmanism, and particulars showing how you may, at present, secure the full Course one-third less than the usual fees, will be sent gratis and post free upon application to The Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C. 1.

Overseas Addresses: 46-48, Market Street, Melbourne; 15, Toronto Street Toronto; Club Arcade, Durban.



#### LITERATURE.

adolescens moritur."

"Quem di diligunt, If the classic apothegm may be accepted as a grave but consolatory truth, it never found wider illustration than to-day when the flower

of British youth is being cut down by the sword of war. Lieutenant William Glynne Charles Gladstone, of the Royal Welsh Fusiliers, was the worthy grandson of a great statesman, and the son of a beloved and honoured father. The story of how he died for his country is told by Viscount Gladstone in "W. G. C. Gladstone: A Memoir" (Nisbet). With candour and affection, his uncle tells of the young officer's fine nature and sterling qualities. We see him in the Memoir as a child, a boy, at Oxford, as the Squire of Hawarden, and in the end as a Member of the House of Commons and a soldier who has given his life for his country; and the record reveals so fine an intellect, so honourable a nature, and so lovable a character that we feel that it is good to be able to say, as Tennyson said of Arthur Hallam: "'Tis well; 'tis something; we may stand Where he in English earth is laid. And from his ashes may be made The violet of his native land."

Will " Gladstone's record was consistently pleasant. At Eton he won an excellent report from Mr. A. C. Benson, in 1901; and, after his death, Mr. Donaldson, the Master of Magdalen College, Oxford, wrote an equally

kind and appreciative recollection. Soon he began to make a mark at his death it was justly said "His place is in the hall of heroes." He visited India, Burmah, Korea, Japan, Canada, and Washington, and of his experiences we have an account evidencing keen observation. Fully and frankly we are given his reasons for joining the Army, and in them the high motives which inspired him throughout his life are unmistakably apparent. The Memoir is illustrated by a number of interesting photo-

Good Stories Cambridge.

Anecdote plays an from Oxford and our social life, and many a man has

"got on" in the world through being able to tell a good story well. Yet

the art of anecdote, like other important things in lifesuch as the art of love or the art of conversation taught. We are left to develop our own skill in these



ON THE WESTERN FRONT: TOMMIES HELPING A FAMILY TO MOVE FROM AN ENDANGERED VILLAGE.

matters as best we may—by experiment and by example. Nor has anecdote any great body of popular literature.

It is carried on mainly by tradition, as were the lays of It is carried on manny or manned down orally from generation to generation, and are learned by word of mouth, in club and college rooms and places where they dine. There is probably an immense mass of ungathered material ready probably an immense mass of ungathered material ready for the compiler of a really comprehensive collection of annecdotes. The Rev. T. Selby Henrey has essayed one section of the great task, with excellent results, in his new book, "Good Stories from Oxford and Cambridge" (Simpkin, Marshall), as in his previous volume, "Attic Salt." His sub-title, "The Saving Grace of Humour," is abundantly justified. The anecdotes and witticisms he has collected range from the thirteenth century onwards, and has classified them under various headings, such as Juiversity Stories," "The Public-School Boy," "Great "University Stories," Churchmen," "Old Churchmen," "Old Chestnuts for Young Preachers,"
"Niceties of Speech," "Good Company," "Grave and Gay," and "Omnium Gatherum.

Clerical and academic humour has a bouquet of its own, and Mr. Henrey is adept at conveying its subtle charm. Sir Herbert Warren, President of Magdalen, Oxford, contributes an equally happy introduction.

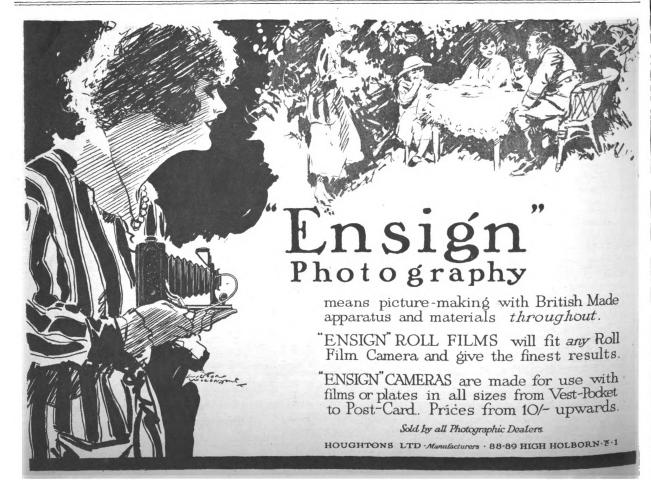
Both he and Mr. Henrey have felt the need of disarming criticism by recommending the virtues of that symbolic fruit, the chestnut. Every collection of anecdotes is bound to contain some varieties of that species, but one man's chestnut is another man's joy; and,

as the author well says in conclusion. "an old story
retold can make glad the minds of a
new generation." Like Oliver Twist, we are still hungry.

> Mr. C. T. Kingzett, F.I.C., F.C.S., at the annual meeting of the Sanitas Company, Ltd., congratulated the shareholders upon the satisfactory results of the year's working. The sales had exceeded those of any preyear, in consequence, more particularly, of increased supplies of disinfectants to the various military and naval authorities, and continued expansion of the export trade of the company. He looked forward with confidence to the continued prosperity of the business, which had now completed a successful career of forty years. A balance dividend of 41 per cent., making a total distribution of 8 per cent. for the year, was declared.



ON THE WESTERN FRONT: THE COMMANDING OFFICER OF THE ROYAL SCOTS GREYS WITH HIS STAFF .- [Official Photograph.]



## Your Dream Child

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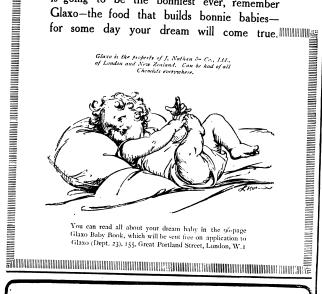
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Deep down in every woman's soul there lies the vision of the dream-child who will be a reality one day-when all this war and strife are over and done with.

When you think of your dream baby who is going to be the bonniest ever, remember Glaxo-the food that builds bonnie babies-





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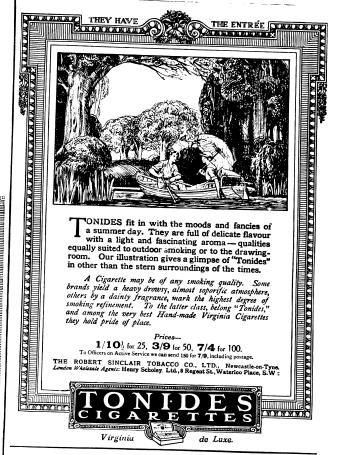
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for Soles.







#### LADIES' PAGE.

THERE is most urgent need for women to help to gather in the harvest. The work on the land in past months, and the kind response of the earth to that culture, will in large part be wasted if substitutes cannot be found for the men who are to be taken from labour on the land. Perhaps other substitutes than yet more women ought to be found in far larger numbers than at present; German prisoners possibly ought to be made, in any way that they will understand being "made," to work for the bread they consume-perhaps Government Departments are still over-swollen with men. But it is question of utilising to the utmost any and every possible source of human labour till the ripening harvest is garnered, and women must take a yet larger share in the task, so far as there are left any unemployed in war work with the requisite physical strength. These cannot be very many; but some young, strong, and unoccupied or girls who can leave their present less urgent work for a time at least—there are, and they should go at once to the Labour Bureau of their respective localities and enter their names. They will not be adequately paid, and too often no comfortable living accommodation is forthcoming. But it is sacrifice that is needed.

" National Baby Week " followed hard on the Premier's appeal for ten thousand more women to help get in the harvest, as if to remind the world that there is a vast field in which women alone must labour-to wit, hometending and child-rearing. A strong urgency to increase families is being applied to women at the same time as all these other and novel demands on our time and strength are being made. To care properly for each helpless child, much out of the time and energy of an adult woman is daily needed. This cannot be dispensed with, or the child dies. The nurse need not necessarily be the mother herself; but it is a poor chance for baby if its own loving mother do not at least closely supervise the paid caretaker. No paid caretakers in an institution or creche, even no unwatched home nurse, supplies the mother's place. One great reason why the children of the poor die early in sadly large proportion is that they cannot often get enough care taken of them. There are usually two or three helpless little ones at one time—three children under four years of age is by no means uncommon amongst the poor—and the mother who tries to care for such a family properly without the aid of paid servants is overburdened. How is she to go out and do any other sort of work—war needs or not? She has more than her share of work in Even better-off mothers, up to quite rich ones must and do give much time and work to the personal



A PICTURESQUE WEDDING-DRESS AND QUAINT FROCK FOR A LITTLE BRIDESMAID.

The wedding-dress is of white charmeuse trimmed with pearls. The under-bodice of silver cloth is veiled with white Ninon, as are the tight under-slevers. The little bridsemaid wears a quaint frock of white tulle trimmed with pink taffetas, roses, and a sash of blue ribbon. The sandal shoes are blue, and she carries a bouquet of pink roses and forget-monts.

care of their own children; and more than ever now the girls who would have been our nursery mads are possible to the young strong force of thousands of women own war work whom the King so heartily culogaced in resecting to the loyal address of the war-working women congratulation on the royal silver wedding. In congrup "women, whether by moral persuas on or concernster it not be forgotten that the home and family dework cannot be left undone, and that a great proposit of the apparently une cupied young women one may about the streets are actually doing those indispensed duties, myking homes for men and children.

Princess Mary's entrance upon training as a nurethe Children's Hospital in Great Ormond Street is set;
a good example to other girls. She is by no mears their
royal lady to learn to nurse the sick, however, II
ex-Queen Amélie of Portugal, who is an Orleans Ira;
of the property of the property of the property of the property
training; and Princess Arthur of Connaught has be
considerable period assisted practically in nurse;
St. Mary's Hospital. Princess Mary is now undertak;
a certain amount of public work by herself, her Labes
Waiting, Lady Joan Mulholland, having been appoint
especially to accompany the youthful Princess on be
personal appearances at public functions.

Lord Rhondda has given his life for the countryperforming wonderfully well the difficult task of regulerthose inevitable deprivations and deficiences of gematerials that come home personally to every individlin many points, of course, he had to act and speak accoing to the advice of "experts," and if he believed to acted it, his own person upon the dictum that he a-"advised to put out to the country—to the effect the

person doing hard brain-work requires no more loodththose who do nothing at all?—he may have sactheed;
own valuable lite to a theory that no hard brain-work
can believe. Presumably some "expert" also is requisible for a regulation that seems to me most unfame,
both from the physical and the moral points of usenamely, that growing boys are now being allowed an exmeat ration over that of the girls of the same age 1
get through the years of growth well, and to keep nerand organic life strong, girls need as much food as beevery mother knows it. The moral effect on boys at if
formative age of being governmentally authorised to have
universal preference in comfort and well-being over the
system—to grab an extra share because they are mademust be equally bad for the next generation, in whi
the women must in any event have "a very hard for
the hoe."

FLOMENA.



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Don't stop having nice things because eggs and sugar are scarce, and the flour unusual—try these real war recipes

F your family is one of those that simply must have something good to eat, here is good news for you.

Miss Elsie Mary Wright, "Cordon Bleu" Medallist now knows as one of the most famous cooks in London, has just devised a still get splendid results. fine new series of real wartime recipes - attractive, though not dear cakes and sweets-especially for your needs.

These recipes save sugar,

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> Almost all good grocers have it now-write us if yours hasn't. economical prices too—1 1 d. per packet, large tins 7d.

## Why not try this?

**TREACLE SPONGE.**  $-\frac{1}{2}$  lb. flour, 4 ozs. suet, 1 teaspoonful ground ginger, 1 tablespoonful Goodall's Eg<sub>5</sub> Powder,  $\frac{1}{2}$  cup of treacle or syrup, one egg, milk to bind.

METHOD.—Mix the flour with the ground ginger, a pinch of salt and the suet finely chopped; warm the treacle slightly and mix it in the flour with the beaten egg and sufficient milk to form a soft mixture. Beat in a level tablespoonful of Goodall's Egg Powder at the last, turn into a greased basin, cover with greased paper and steam 2 hours.



### Miss Wright reports:

"With the present war-time flour it is often a problem to produce light and de-licious pastry, but Goodall's Egg Powder completely solves the difficulty . its great advantage over other Egg substitutes is that it contains a minimum of Baking Powder, the consequence being that cakes, etc., made with it retain all their richness instead of being dry and tasteless. Analysis also shows that Goodall's Egg Powder contains valuable albumens and phosphates.

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Mellin's Food is readily adaptable to the needs of all children from birth upwards. It is easy of digestion, and contains all the nourishment necessary for their healthy growth.



Mellin's Food forms solid flesh, firm bones and teeth, and builds up a sound constitution and strong digestion.

Sample and useful Handbook for mothers entitled "How to Feed the Baby," sent Free on Request. MELLIN'S FOOD WORKS, Peckham, S.E. 15.

HOSE women who always wear Delta lace shoes are recommended to buy Delta War Time shoes. The former are in short supply but the latter are in good supply nowadays. These War Time shoes are

made, too, on the same lasts and are every bit as comfortable as Delta Nos. 140 and 170.

All are lace shoes, Oxford and Derby patterns, and are sold at the Government price 18/- a pair, laces extra; lace boots 22/., laces extra.

laces extra.

The same shops that sell women's also sell men's War Time boots at 25/3 a pair or 13/2 a boot. The single boots, rights or lefts, are for those men who have been so unfortunate as to lose a leg.



#### THE PLAYHOUSES.

#### THE HIDDEN HAND." AT THE STRAND.

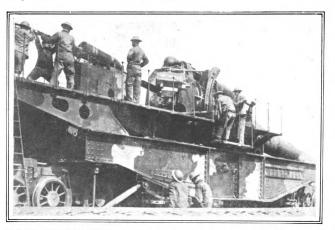
I F the phrase, "The Hidden Hand," as applied to espionage conducted by enemy aliens, is to be justified, it can only be so as representing an organisation which makes plots and effects mischief in secret. But the play for which Mr. Laurence Cowen appropriates the title, shows us spying which is childishly transparent, and does not even disguise a German accent. Only a blind man could fail to see the "hidden hand" in this case; and only the most credulous of folk could take Mr. Cowen's naturalised villain or the melodrama of his villainy seriously. Sir Charles Rosenbaum, on the best of telegraphic terms with the Kaiser, is a Clyde shipowner who subsidises his workmen to go on strike, and schemes to secure the destruction of the bulk of the British by signalling to enemy aircraft. Imagine him, then, turning on the electric light so as to illuminate the

gass roof of his place, and imagine, as soon as he retires, the heroine emerging from hiding, and praying for strength to turn off a quite ordinary-looking switch, and you have the play's chief thrill. There is, to be sure, a revolver which has its uses, an appeal to the arch-roome's its uses, an appeal to the arch-rogue's better nature, and an Army chaplain who preaches stage sermons, and brings the plotters to book; but the author has not learnt the trick of handling his sensational material in a forcible enough way. Such players as Mr. William Stack and Mr. Michael Sher-brooke worked their hardest for him; the former's eloquence was worthy of better surroundings.

The House of Pearson is publishing shortly a useful shilling book entitled "Farming Made Easy," by Professor Newsham, Principal of Monmouthshire Agricultural and Horticultural Institute. Mr. Newsham is an authority on agricultural subjects, and he has written a book which will by its very simplicity be of practical utility to the many men and women who have taken up work on the land.



SIGNALLING - POST ON A CANAL BANK. Official Photograph.



WITH THE AMERICANS IN FRANCE: U.S. GUNNERS SLIDING A SHELL INTO PLACE IN A BIG GUN. an ( fluial Photograph.

#### "A POET'S PILGRIMAGE."

 $S^{OME} \ \ \, \text{may resent the detachment of a book that} \\ S^{OME} \ \ \, \text{may resent the urgencies of our time to chronicle the small beer of a holiday walking tour; but, if it provides diver$ beer of a holiday waiking tour; but, it it provides diversion for war-harassed minds, it justifies its existence. There is no mention of date in "A Poet's Pilgrimage," by W. H. Davies (Andrew Melrose), which opens vaguely, "some time ago, in the month of May," but about midway occurs time ago, in the month of May. Dut about midway occurs an incident that seems to have happened since Armageddon began. It was in the author's native town of Newport, where he talked with three old women. "The eldest," we read, "claimed that war could be stopped by a special hour of prayer, when all Christians . . . would kneel for that purpose. 'And now,' she continued, '12t us all kneel down and pray for the extermination of England's That is the only reference to the war. For enemies." the rest, the author details his adventures on the road in South Wales and the West of England. Apart from occasional verses prefixed to some of the chapters, there is nothing very poetical about this poet's pilgrimage—in fact, the style is marked by simplicity

verging on the bald and commonplace, with frequent use of such expressions as "I was much struck," or "My attention was drawn." The merit of the book is its photographic fidelity in recording the trivial and the actual, The author is much interested in tramps and bar-loafers in wayside inns, and is constantly standing them drinks, or dispensing copper largesse to beggars or children. On the "penny for your thoughts" principle he thus acquired much amusing copy throwing light on the brotherhood of the road. But he knew it well of old, for, like the late Jack London, he was once a real tramp himself; and he tells us also that he began his career as an ironmonger's errand boy. He is more interested in tramps than in traditions: he passes a sign-post to Caerleon without comment, and an incident offering an obvious comparison of himself to the Pied Piper of Hamelin evokes no allusion. He tramps in something of the spirit of Stevenson's "Vagabond." But he differs in a preference for company, and constantly finds "his warmest welcome at an inn."

#### The triumph of Modern Science. Medical Opinion: "The principal indication in the treatment of arterio-sclerosis consists first of all in preventing the birth and development of arterial lesions. During the pre-sclerotic period, uric acid being the only factor causing hyper-tension, it is therefore necessary to combat energetically and frequently the retention of uric acid in the organism by the use of URODONAL." URODONAL DISSOLVES URIC ACID Professor FAIVRE, University of Poitiers. "URODONAL is an ideal cent in the hands of the agent in the physician in all cases where there is reason to fear the retention of oxalic acid, as URODO. NAL eliminates this poison as readily as it eliminates uric acid, and thus safe cuards the patient Gout, Gravel, Arterio-Sclerosis, Rheumatism, Acidity. guards the patient against the harm-ful effects of this Obesity, Sciatica, in to xi-cation."\_ Neuralgia, Dr. BIROLLEAU, Calculi. Late Physician to the Colonial Hos pitals. Officier de la Légion d'Honneur. URODONAL prices, 5s. and 12s. Prepared at Chatellain's Laboratories, all chemists and drug stores, or direct, post free, 4/6 & 12/6, from the British at Pharmacists and Foreign Chemists, 16; Piccald & 12/6, motion, W.1. from whom full explanatory booklets, "Scientific Remedies," and "Freatise on Det."

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## A Frank Letter from a U.S. Soldier

"I find Sanatogen wonderful for building up a run-down system"— writes Lieutenant-General Young (U.S. Army), and he adds - "I can cheerfully recommend it to those who may be suffering from fatigue and nervousness." Look once more at the writer of this letter-keen, fearless, sincere to the backbone - the type of man that the Hun is up against in ever-increasing numbers.

Then ask yourself, Can you afford to ignore a recommendation so honestly given — so forceful and convincing — so applicable to all of us in this country who, after four years of war, are inevitably run-down, fatigued, and nervous? Buy a tin of genuine Sanatogen as soon as your chemist can spare you one. Made from perfectly phosphorised milk-protein (not whole milk) it is indeed a wonderful body-builder and nerve tonic; and you can still get it at pre-war prices - 1/9 to 9/6 per tin.

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Note: Sanalogen will later on be re-named Genatosan—genuine Sanatogen—to distinguish it from inferior substitutes.

#### THE CHRONICLE OF THE CAR.

What is to become of the thousands of cars which are now engaged on the War. and the fighting Services will have no further use for them? Many people look forward to there being a tremendous glut of cars in excellent running order, which will bring the prices of high-class vehicles down to almost cycle prices—they expect to be able to purchase a or a Rolls for a ten-pound note! I believe they are destined to be disappointed in their hope, for neither the Government (which has paid full prices for its cars, and naturally desires to get back as much as possible of its outlay) nor the industry (which, equally of course, does not want to see a slump in prices) is letting the matter go by default. I am told that, on the contrary, the question is receiving close attention, and that a solution has been practically arrived at. The idea, as it has been outlined to me, is that as cars are passed out of commission they will return as far as possible to their manufacturers, who are the best judges of the exact selling value, having regard to m'leage run and general condition. They will be put into the best possible selling condition, and sold to the general public at what the makers decide is a fair price. This so ms to me an excellent solution of a problem that would otherwise cause trouble in the markets. Whether or not other classes of war stores will be dealt with in a similar manner I do not know-nor,

perhaps, does it matter so far as the purposes of these notes are concerned—but the idea is one that certainly seems to be capable of extension far beyond the limits of motoring and the car.

Of course, from the point of view of the private purchaser of the car it might at first sight seem to be a good thing that should be able to acquire a really good vehicle for next to nothing; but that, after all, is the viewpoint of the individual. On the other side are the interests of the State and of the industry, and it seems to me that any plan whereby those interests can be best served should take precedence. In the case of the State, the more of our war expenditure

we can recover the less we shall have to pay in taxes, obviously. When we regard the interests of the industry too-unless we look at the question from a merely superficial



SERVICE : A LUXURIOUS LANCHESTER

Mrs. Clegg, a well-known lady driver attached to the R.A.C., is here seen on military duty at the wheel of a 38 h.p., rik-cylinder Lanchester saloon limousine. The car was built in 1913, and was much admired at Olympia in the Exhibition of that year.

oint of view, we can see that it is for the good not only of the industry, but for that of the whole movement of

in car prices immediately after the war. It is easy to see that, were thousands of cars to be thrown on the market at knock-out prices, a permanent effect on manufacture would ensue. New cars would be at a discount, and the process of reconstruction of the business would be indefinitely retarded. Far better, then, that some such scheme as that outlined should be put into operation, and cars disposed of gradually and at fair prices, which will give everyone-the State, the motor industry, and the car-purchaser—a part of the advantage. State Control

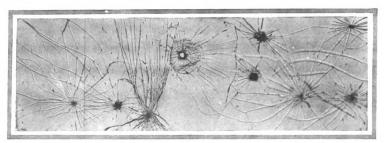
As a rule, the Autocar is remarkable for the soundness of its views on all topics connected with automobilism.

automobilism, that there should be no great depreciation

It is the more surprising, then, to find it expressing alarm at a report that the highways of the country are to be placed under a State Department to be administered in the interests of the military authorities. Personally, I have heard nothing more than the bare rumour, and do not profess to know whether or not there is any truth in But I really cannot see any strong argument against the idea. It is not as though our past and present systems of highway administration had proved so perfect in practice that no changes were needed. Of course, a good deal depends in the present instance on exactly what is meant by the term: "In the interests of the military authorities." If it means that the highways are to pass for all time under direct military control, then I should say that there is every possible objection to the idea;

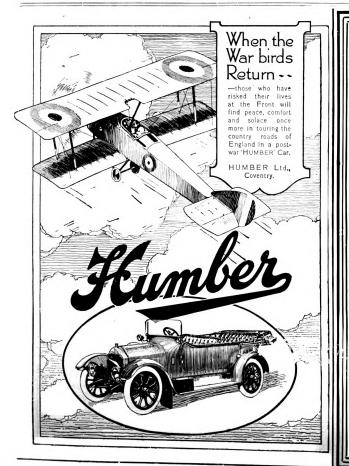
but I certainly do not gather that this is likely to be so.

What I conceive to be the meaning of it all is that the roads are to be placed under a Department of Ways and Communications—it would not be called that, possibly, but would be the same thing—which would work in consultation with the work in consultation with the War Office. Under such a system as I have in mind, we should get what we have been asking for—a central control of main highways. That would be good. for a start. Then, the highways would be strategically systematised; and, as the requirements of strategic defence call for exactly the same arterial distribution



A SHRAPNEL-PROOF WIND-SCREEN: THE AUSTER-TRIPLEX.

The wind-acreen as seen on a Crowley car attached to the R.A.F. is an Auster-Triplex, and, although a shell exploded near the car, and it was struck by eight shrapnel bullets, only one penetrated the glass, which, but for one small hole, remains perfectly rigid and strong, air-tight and watertight, and fit to continue its work as usual.

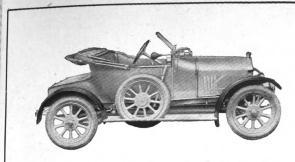


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## RUMOUR HAS

that when peace returns, private motoring will be at a standstill for want of cars, owing, it is understood, to the fact that manufacturers will not be ready with their plans. As far as concerns the post-war Swift car, however, rumour is decidedly wrong. Swift plans are laid, and although at this moment it is not possible to publish them, intending Swift owners may rest assured that the arrangements we have made will fully maintain the Swift reputation.



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Continued.]
of communications as do those of commercial transport development, we should do well again. There is no better argument than that of the main roads of France, which were primarily constructed for military purposes, but which have fitted in absolutely with the needs of

Even our own main roads were, in their inception, designed for military needs; but—and this is not without significance—when the traffic became purely civilian the whole system lost cohesion and the highways deteriorated. There were other contributory causes, it is true; but, broadly speaking, the thesis holds good. Where, then, can lie objection to a scheme of highway control which will give us good roads, projected and constructed on a scientific plan?

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#### A SCIENTIFIC FACT

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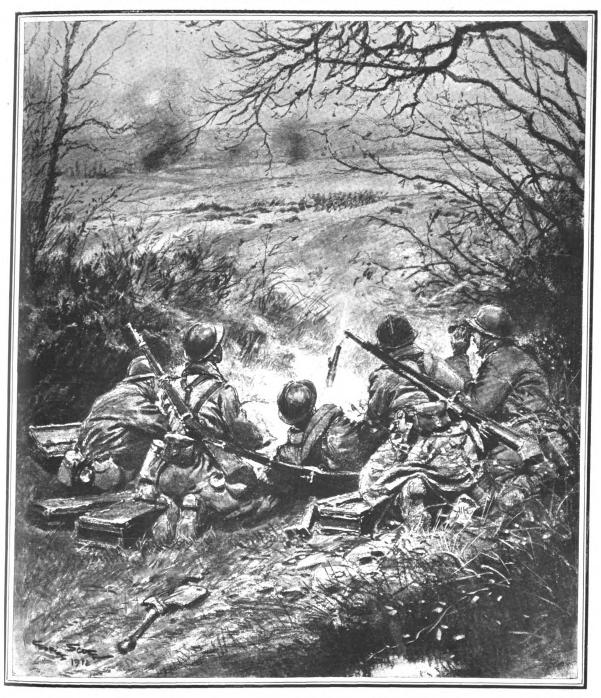
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No. 4135 - VOL. CLIII

SATURDAY, JULY 20. 1918.

ONE SHILLING.

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#### HOLDING UP A GERMAN INFANTRY ADVANCE IN MASS FORMATION: A FRENCH MACHINE-GUN POST IN ACTION.

There must have been many such scenes as this during the great battle which opened in the early hours of July 15, when the Germans began a fresh offensive against the Milled front east and west of Rheims. In the foreground a French machine-gun crew re using their weapon with deadly effect on a body of German infantry, seen in the listence advancing over open ground in mass formation. The illustration may be taken

## THE WAR BY LAND AND SEA: ZOUAVES; A SUBMARNICIDENT

PHOTOGRAPHS SUPPLIED BY L.N.A. AND TO





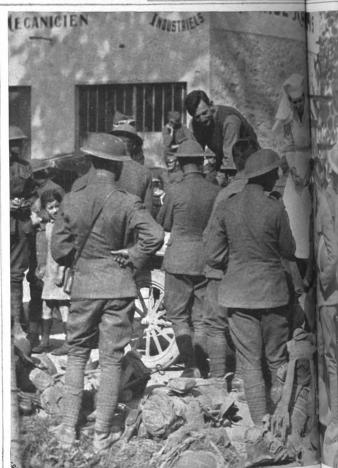
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A BRITISH PASSE MARKED.

ZOUAVES IN WESTMINSTER CATHEDRAL: A GUARD OF HONOUR BY THE CATAFALQUE AT THE REQUIEM MASS.



WITH AN ANIMAL MASCOT ON THE NEAREST MACHINE: A DISTINGUISHED R.A.F. SCOUTING SQUADRON IN FRANCE, LINED UP.



UNITED STATES TROOPS WHO HAVE FOUGHT SPLENDIDLY ON THE MASS

CIGARETTES AND CHOCOLATE FR

In the new battle on the Marne which began with the fresh German offensive early on July 15, the American troops again fought magnificently. Their first official report of that date said "East of Chateau-Thierry, where the enemy succeeded this morning in crossing the Marne on our front and gaining some ground, our troops counter-attacked and drove the enemy back through the Marne, taking 500 prisoners." A later American communique of the same day contained even better news. "Our troops at the river bend," it stated, "now command the river in front of them, so that the enemy's plan here has been completely upset. On our left of the bend a famous German division has made repeated attempts all day to cross, but all the assaults have been withered under our fire, and not a single German has crossed here to this hour. Our prisoners in the river-bend counter-attack now number somewhere between 1000 them.

## DENT; AMERICAN AND BRITISH TROOPS IN FRANCE.

AND AMERICAN OFFICIAL.



ling one complete enemy brigade staff. Fighting has continued with fierce intensity in this district."—The middle photograph at the top shows the effect of gun-fire ns of a German submarine on a British passenger-ship. The story told regarding the incident is that, while the submarine was shelling the town of Monrovia, the commander the British ship's approach, and sent a message to the town authorities that he was just going to sink her, but that he would return. The submarine, however, did not mm Mass of Requiem for French soldiers and sailors fallen in the war was held in Westminster Cathedral on July 12, in connection with the celebration of "France's Day." I played before and after the service, and furnished a guard of honour for the symbolic catafalque.



By G. K. CHESTERTON.

THERE is only one really dangerous way of making a mountain out of a mole-hill. It is the danger of a man being so excited about a molehill that he forgets he is on a mountain.

Many of our intellectual mountaineers just now seem to have forgotten they are on a mountain—

Alcaeio Cherfusha Perlati Statute Miles Roads Bazie Skuderinje o Shkreta Kroya Dard Dibra Tirana Arze Chacha Kavaja Kozan Adalit Elbasan Dshura Shushitza Kjuks 1 Guripere Muskopolje Berat Molisti o Cafa Devris Loda Cosum ScoLevan LONA Kasarati

THE ALLIED ADVANCE IN ALBANIA: WHERE THE ITALIANS
RECENTLY TOOK 18:0 AND THE FRENCH 470 PRISONERS.
The Italians occupied Berat on July II. The French advanced in the valleys of
the Devoli and the Tomoritas.

not to say a volcano. They are very much occupied with molehills. The enormous earth-quake fact of the Great War, which has lifted them to amazing heights, amid amazing perils, seems to escape them by its enormity.

There is no better representative of the type I mean than Sir Walter Raleigh, the brilliant Professor of English Literature, who was recently rebuked in the papers for unpatriotic conduct when he suggested that it would be more chivalrous to give some of our enemies credit for chivalry. and not to talk of them as apes. Now Professor Raleigh is certainly not unpatriotic; he is only certainly and entirely wrong. He is wrong on the great and mystical question of the difference between mountains and molehills. In other words, he is wrong on the question of proportion, It is wrong to talk of our enemies as apes, because if they were apes they would be entirely blameless. But it is not wrong to say that they are drilled to perform as apes: and the spectacle of a whole society of modern men agreeing to be apes is something which, to begin with, rightly arrests and rivets the attention, like the sight of a crowd of men nesting in trees or eating grass on all-fours. When there is a danger that the performing apes may positively conquer the practising human beings, the first and last fact to be emphasised is the atrocity of such an anti-climax in the story of the earth. It is not untrue, but it is none

the less quite unreal, to say that the simian lesson, like all other lessons, is less assimilated by some pupils than by others, and by some is probably not assimilated at all. The tremendous fact is that it should be taught at all; that there should be such a school on such a scale; that it should

produce such scholars in such numbers. That is what is really missed in remarks like those of Professor Raleigh; he cannot see the mountain for the molehills. The same is true of his reference to chivalry in us or our enemies. The main fact is that this is a fight for chivalry, and therefore it is not a chivalrous fight. That is to say, it is not a fight in which both sides are chivalrous. If both sides were chivalrous, one side could not be fighting to save chivalry. The Professor is taking a thing like the war of Arthur against the heathen in Lyonesse, and treating it as if it were a tournament at Camelot. The Round Table may or may not have kept its own rules when fighting the heathen; but nobody supposes that the heathen kept those particular rules when fighting the Round Table. And there were no more tournaments at Camelot when the battle had been lost at Lyonesse.

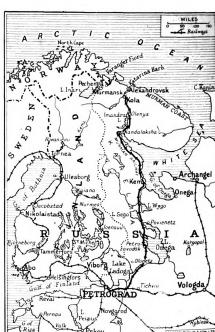
The special note and novelty of Prussia has been that she proposes to abolish chivalry. She proposes to abolish it in Europe, as she has practically abolished it in Germany. Nobody supposes that she has abolished it in every German. Nobody need deny that there are probably groups and social types, especially in the south, which are 'comparatively uncorrupted'; but the corruption of so large a corporate life remains the real concern of mankind. It is in the highest sense unimaginative to be curious

about the normality of the few, and not to be amazed at the abnormality of the many.

It would be easy to take a working parallel to show what I mean. Suppose we were at war, like the Children of Israel, with a Phœnician State vowed to the worship of Moloch, and practising infanticide by flinging babies into the fire. If we used strong words about smiting such enemies hip and thigh, I think it would be unreasonable in essence, though it might sound reasonable in form, for some sage to say to "Are there no good Phœnicians? Do not Phœnician widows mourn for their warriors? Is it probable that even Phœnician mothers are born without any motherly instincts?" The answer is that all this misses the main fact; which is a very extraordinary fact.

The wonder is not that some Phœnician mothers love their babies, but that most Phœnician mothers burn their babies. That some mothers revolt against it is most probable; that many mothers have many feelings urging them to revolt against it is almost certain. But Moloch is stronger than the mothers—that is the prodigious fact for the spectator, and the practical menace for the world. When Moloch's image is fallen, and his fane laid

waste; when his worship has passed into history and remains only as a riddle of humanity-then indeed it may be well worth while to analyse the mixed motives, to reconstruct in romance or criticism the inconsistencies of cruelty and kind-But Moloch is not fallen; Moloch is in his high place, and his furnaces consume mankind: his armies overrun the earth, and his ships threaten our own island. The question on the lips of any living man is not whether some who burn their children may nevertheless love their children; it is whether those who burn their children shall conquer those who don't. The parallel is practically quite justifiable; what we are fighting has all the regularity of a horrible religion. We are not at war with regrettable incidents or sad exceptions, but with a system like the system of sacrificing babies; a system of drowning neutrals, a system of enslaving civilians, a system of attacking hospital services, a system of exterminating chivalry. We do not say there are no exceptions; on the contrary, we say there are exceptions: it is our whole point that they are exceptions. But it is an almost creepy kind of frivolity that we should be speculating on the good exceptions at a moment when we ourselves are in peril of falling under the evil rule. Even as I write these words the great



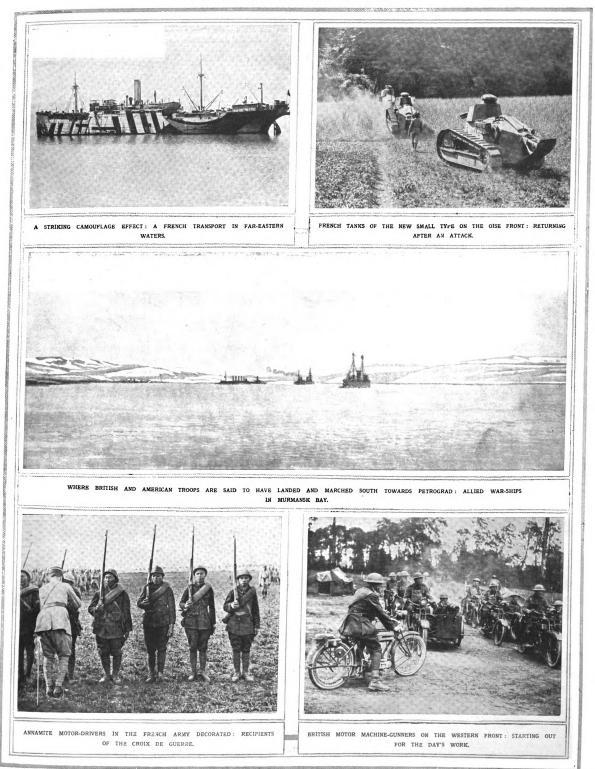
THE ALLIED LANDING ON THE MURMAN COAST: THE MURMAN RAILWAY AND ITS ARCTIC TERMINUS.

An Allied force, including British troops, recently landed on the Murman coast to prevent the Germans from seizing the ports for use as submarine bases.

blow of war may have fallen in the West, and no man knows what will follow. But every man should know what is at stake, and not waste his wits on lesser things. What is at stake is not whether the old code of Christendom still survives in this or that German; but whether it is going to survive anywhere or in anybody, or whether the world will belong to a new race who will resemble apes in all but the innocence of animals.

### WAR SCENES FAR AND NEAR: THE EAST; MURMANSK; FRANCE.

PHOTOGRAPHS-FRENCH AND BRITISH OFFICIAL; MURMANSK BAY BY ROBERT VAUCHER.



It was reported on July 16, via Moscow, that British and American troops had occupied the whole of the Murman coast, and had taken Kem, on the White Sea, nearly half-way to Petrograd, advancing afterwards to Soroka. The Allied commanders, it was said, issued an appeal to the population for help against Germany and Finland, declaring the Murman coast to be Russian territory under Entente protection. The Bolshevik Government was reported to have addressed a Note to Great Britain, demanding the withdrawal of the forces landed, but the local people are said to favour the Allies. In the Bay of Kola, on

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the Murman coast, is the new port of Murmansk, constructed by the Allies during the war, and near it the port of Alexandrovsk, built twenty years ago as a naval base. Both ports are connected with Petrograd by the Murman Railway, only completed in 1916, and both ice-free, being washed by the last waves of the Gulf Stream, while Archangel, on the White Sea, is closed by ice for eight months in the year. Hence the importance of the Murman ports for communication with Russia. The Germans have 50,000 men in Finland; some were sent north to seize the Murman ports for use as submarine bases,

### THE INDEPENDENT AIR FORCE. By C. G. GREY, Editor of "The Aeroplane."

THOSE who study the official communiqués will have noticed that of recent date three entirely separate and distinct communiqués are issued concerning the work of the Royal Air Force. The third lot of communiqués is issued by the Air Ministry, and deals entirely with the operations of the Independent Air Force; so that here we have a state of affairs very much like that for which quite a number of people were agitating at the beginning of 1916.

That is to say, the Navy has its own Air Service, to attend to matters which primarily affect the Navy; the Army has its Flying Corps, which attends to purely military matters, such as artillery spotting, reconnaissance, photography, infantry attack, the bombing of back areas inside the "zones of the armies," and air-fighting for the protection of all these other machines from the enemy's fighting machines. The Independent Air Force, therefore, must necessarily do very much what the agitators for an Imperial Air Force, or an Imperial Air Service, advocated over two years ago. That is to say, it attends to strategic bombing outside the zone of the armies, but directed on points which directly affect the strategy of the war as differentiated from tactics.

Strategy has been defined as including the theatre of war, and tactics as concerned with the field of battle. In these days of cannon with a range of some seventy miles, the field of battle is obviously fairly extended to anything which would come under the heading of back areas, and thus the work of the strategic bombers of the Independent Air Force becomes concerned entirely with the theatre of war.

Consequently, the Independent Air Force may be fairly regarded as the beginning of the great aerial striking force which will ultimately do so much to end the war by creating strategic effects outside the field of battle. Instead of merely bombing munition-dumps, it bombs the munition-factories. Instead of bombing the light railways which supply the trenches, it bombs the great railway junctions. Instead of Fombing Divisional Headquarters, or even Army Headquarters, it will in due time preceed to Lomb the capitals from which orders are issued to Army Headquarters.

In fact, to put it briefly, the aim and object of the Independent Air Force is to get at the root of the matter, and kill the enemy's activities at its roots, and so paralyse the branches springing therefrom, which are the armies in the field. It is true that a railway smashed by a bomb can be set running again in a matter of twelve hours or less; but if within the following twelve hours that railway is again destroyed, it means that the amount of traffic which can pass over it is considerably diminished.

One may assume that one of the ultimate objects of the Independent Air Force is to bomb Berlin. Not that Berlin in itself is of any vast value in supplying the army in the field, but because it is the nerve-centre of Prussia. It may be of interest to point out that if the Independent Air Force really wanted to bomb Berlin it could do it with existing machines practically any fine day. Writing without any inside knowledge, but merely from acquaintance with the sound common-sense of the people who are running the Independent Air Force, one makes so bold as to say that the only reason why Berlin has not been bombed hitherto is simply that what is worth doing is worth doing well, and that therefore it is more important to bomb the manufacturing towns of the Rhine thoroughly. Berlin is still quite a long way from the frontier, and machines would have to carry much petrol and few bombs.

### ENGLISH FOLK-SONG IN AMERICA.

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By E. B. OSBORN.

TIME was when English musical critics were lost in wonderment at the various beauty of the German Lieder, which, so they would stoutly maintain, had enabled the Germans to become the most musical nation in the world. The war has put an end for ever to all that dieary flunkeyism. Long before Germany cut herself off from civilisation, however, Mr. Cecil Sharp had shown that we secretly possessed a vast store of folk-songs, the accent and idiom of which were vitally English.

It was no easy quest, the search through the quiet green countryside for wild flowers of music despised and trodden down by made-in-Germany composers and critics. The English folk-songs, which Erasmus had found as sweet yet uncloying as the morning kisses of clean-hearted maidens, had taken refuge in the fastnesses of tap-rooms, poor cottages, and outlying hamlets. The best folk-singers were very old people, and sadly afraid of being sneered at. Seldom indeed did a stray echo of this rare heritage of melcdy, and words to match it, come to the ears of polite townspeople—as in the beautiful, forlorn Lavender Cly which I have not yet heard this year in any London street. Had the quest been post-poned for another ten years, as little of the

treasure-trove would have survived as there is of the sea's organ music in the mouth of a beer-jug.

Not much remains to be collected in this old and anxious country. We can but glean where Mr. Sharp and his disciples have plied their careful sickles. As for the chief collector, who is now in his sixtieth year, he has just finished working over certain American fields which have furnished forth a golden harvest. In the Appalachians, a mountain region which includes one-third of the area of eight Southern States, he has found hundreds of folk-songs, many of them hitherto unknown, which have been sung there for a century or so. It is a secluded region, inhabited by a cheery, easy going, well-set-up race who have not to struggle for a livelihood, and are very friendly to strangers, communicative and unsuspicious. They are in many respects more English than the English of to-day: they are what the English peasants were before they ceased to own the land and the land ceased to own them. They are, in fact, survivals—or revivals, say—of the English of the days of an older and easier faith who could say to the Reformer-

Ich care not for this Bible book;
'Tis too big to be true.

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You must have met them now and again in parties of American soldiers on their way to the war; and, except that they say "hit" for "it," you could hardly distinguish them from native-born islanders. In the blue-grass county of Kentucky, which lies beyond the mountains, dwells a richer but equally amiable people, and among them, as Mr. Sharp tells me in a pleasant letter, the work of collecting has prospered greatly. Now he is off to Newfoundland, that sea-girt Devon where the old seasongs and a curious brood of coasting-rhymes will add yet another volume to our library of musical treasure-trove. Beautiful stanzas, such as-

When your heart was mine, true love, And your head lay on my breast, You could make me believe by the falling of your arm

That the sun rose up in the west—
are constantly occurring in the Appalachian ditties.
Love, the poor man's feast, is the theme of most of them; they are locally called "love-songs," to distinguish them from hymns and other improving stuff. As for the tunes, they are all in the characteristic English idiom, the odours of lavender and meadow-sweet and honeysuckle transmuted into melody. . . . So, you see, America is the other half of Anglo-Saxondom after all.

#### ADMIRAL VON HINTZE AND HIS MEANING.

THE nomination of Admiral von Hintze (the final "e" in his name being pronounced "ze." forming a syllable by itself) as German foreign Secretary in succession to Herr von Kühlmann (resigned) is interesting and significant from

To begin with, he is the first sailor-man, as far as I can remember, to be appointed to such a high Government post outside the naval sphere. Perhaps the nearest approach to it is to be found in the case of Bismarck's intimediate successor, General Count von Caprivi di Caprera di Montecuculi, who, though Commander of the 1oth Army Corps when summoned from Hanover to Berlin to step into the shoes of the mighty Iron Chancellor (dismissed), had for several years previously (1883-88) been Chief of the Admiralty, and given a great impetus to the development of the nascent Imperial Navy.

several points of view.

Somewhat resembling Bismarck in look and stature, Caprivi was otherwise a most perfect gentleman, the soul of honour and of chivalry—largely due, no doubt, to the Italian blood in his ceins—though the Kaiser was quite unworthy of such a high-minded State-servant, whom he

treated so vilely and ungratefully. His Majesty basely allowed Caprivi, the simple soldier-sailor, to fall a victim to the spirit of intrigue which was so alien to the Count's own pure and noble character. But in Admiral vor Hintze his Imperial Majesty has now found a sailor-diplomatist who, like himself, is the very incarnation of the old and wicked mole-like spirit of machination.

But perhaps the most significant—though to the popular understanding much less obvious—aspect of the Admiral's appointment is its bearing on the character of the Kaiser himself. With us in England the War Lord is popularly believed to be a self-willed autocrat or unbenevolent despot of the type, say, of Nicholas I. or even Nero. But the truth is that, in connection with "les origines de la guerre," William II. criminally allowed his will to be forced by the military party. In other words, the Kaiser is not a "tyrant," in the old Greek sense, but a mere tool It is the militarists who appoint his Ministers, and not the monarch himself.

His supersession of von Kühlmann by von Hintze proves it up to the hilt. From the time when, in an unguarded moment, the former

### By CHARLES LOWE.

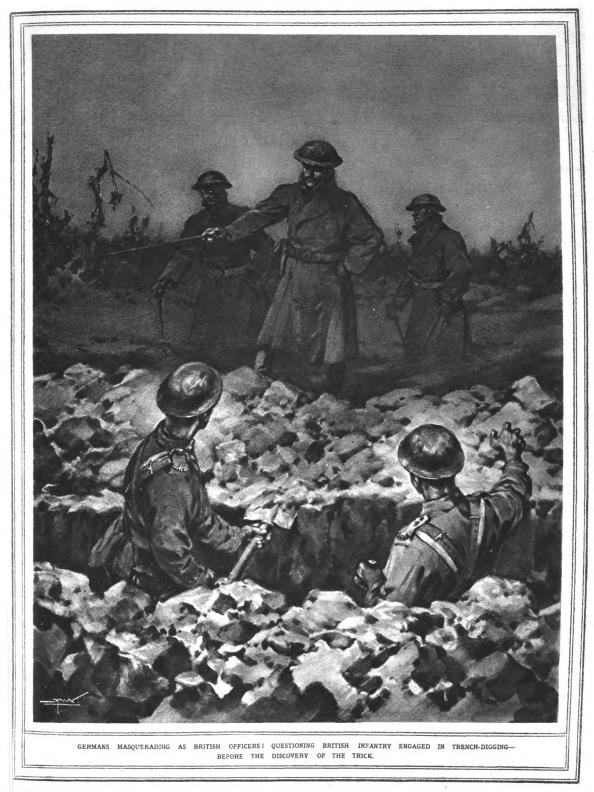
blurted out in the Reichstag his conviction that Germany could no longer hope for a decision by military means only, the days of the hapless Foreign Minister were numbered. The Kaiser himself must have known perfectly well—none better—that von Kühlmann was speaking the "true truth," yet he hastened to yield to the clamorous demands of the Pan-Germans, the Militarists, and the Junkers that the obnoxious Minister should be thrown to the lions.

The God's truth is that the Kaiser is not his own master, not the free executor of his own mind and will; and those who fail to realise this central fact are bound to come to the most preposterous conclusions in their interpretation of German policy and events.

The moral of the whole thing is that the Kaiser's Ministers are no longer appointed by himself, but by his military myrmidons. Boasting himself to be at once a "Prince of Peace" and an almighty "War Lord" in "shimmering mail," with a gleaming glaive in one hand and a propitiatory palm-branch in the other, he is nothing but a mere puppet-Emperor—a Kaiser "toom-tabard," like his vain and histrionic father before him.

### THE RUSE THAT FAILED: THE ENEMY SEEKING INFORMATION.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



While some British infantry were digging a trench between the lines one night, three interest loomed up, and began to ask questions. They were dressed as British officers, line, one of our officers found them out. They were promptly taken prisoners.

### THE SAFETY OF AVIATORS.

By C. G. GREY,

Editor of "The Aeroplane."

PROBABLY few people outside the Royal Air Force and the aircraft industry realise the ense amount of care that is taken by the authorities of the R.A.F. to make flying as safe as possible in every way, and particularly as regards making sure that nothing is likely to go wrong with an aeroplane in the air. In the old happy days when flying was in its absolute infancy, and when nobody had any real knowledge of the strain put upon an aeroplane in the air, everything was done more or less by guess-work. If something broke, it was made stronger next time, and that was about all the engineering science which entered into aeroplane-making, beyond a fairly elementary knowledge of simple girderwork. Looking back on those times, it seems as if aeroplanes were held together chiefly by hoping for the best; and the more one thinks about the machines of the period of 1909 to 1911, the more one marvels how it is that any of us who flew in those days are still

alive to tell the tale. In these days aeroplane design has become an exact science, and a really experienced aeroplane designer can tell one by calculation exactly the amount of strain which can possibly be put while flying on any part of a machine.

When the Navy and Army began to take flying seriously, and aeroplane building became a serious business instead of an expensive hobby for a few enthusiasts. naturally the science aeronautics received considerably more encouragement. The Aeronautical Society, which was founded in 1868-the oldest association of its kind in the worldinstead of being regarded as a collection of cranks, gradually came to be considered a learned society analogous to those con-

cerned with other branches of engineering. The seal was set on its status only the other day, when the Secretary of State for the Air Force announced at its annual general meeting that the King had been pleased to permit it to be known in future as the Royal Aeronautical Society, in recognition of the valuable work done by its members in the development of aircraft.

However, for a year or two before the outbreak of war the design of aeroplanes was a matter of calculation, and not altogether pure guess-work. People began then to talk about a strange thing called a "factor of safety." Actually, a factor of safety is fairly simple to understand. Suppose, for example, calculations show that the greatest strain which can be put on a certain wire in an aeroplane is, say, 1000 lb. If the wire used in that place is made strong enough to stand a strain of 5000 lb. without breaking, then that wire is said to have a factor of safety of 5 to 1. That is to say, although it cannot, so far as calculations go, ever be subjected to a pull of more than 1000 lb., the wire is deliberately made five times as strong as is necessary, in order to give something like certainty of safety.

Everything in a modern aeroplane is built on similar lines. The R.A.F. technical authorities insist on a high factor of safety—generally more like 7 to 1, and, in some places or in some materials 10 to 1 or more—so that, if there is a flaw in the material, or a mistake which cannot be seen in the workmanship, there is still enough material left to prevent that particular part from breaking. The factor of safety may vary according to the material, because whereas some materials—such as steel, for example—are of very uniform quality, and so can be relied upon to have the same strength for the same size of stuff, within a very narrow range, other materials—wood in particular—vary greatly in quality, and are subject to internal irregularities which may never be seen from the outside.

Lightness of the whole machine is equally important—otherwise, our flying people would be outclassed by the enemy's aeroplanes and shot

THAT IT MAY NOT BE MISTAKEN FOR AN AMMUNITION-DUMP: AN AMERICAN BREAD-STORE "CAMOUFLAGED" AGAINST ENEMY AIRCRAFT.

As the bread arrives on a part of the American front in France and is stacked, it is covered with straw-matting, that the enemy airmen may not see the store and, mistaking it for an ammunition-dump, bomb it. The men are seen receiving bread from a supply-wagon.

\*Photograph supplied by Topical.\*

down with ease. That also is a matter of scientific design. Here the aviator is safeguarded by a special department, controlled by some of the most experienced and able aeronautical engineers in the world, who check and criticise the design of every new experimental type of aeroplane before permission is given for it to be built; and who, after the first is produced, check it over again and point out where modifications are necessary. The result is that in these days one hardly ever hears of an experimental machine which is not at least very good; and, as a rule, the new types are a steady improvement on their predecessors.

Under our present Air Minister the old system of designing war-aeroplanes has been reversed. To-day, the experienced aircraft engineering firms are encouraged to produce experimental aeroplanes, and the Air Ministry's Design Department acts as a friendly and helpful critic of their designs; whereas formerly the aircraft firms were chiefly employed in merely manufacturing aeroplanes to official designs. The result has been that many new and fresh brains have been turned on to the problems involved in improving our aeroplanes. The superiority of British aeroplanes over any

others in the world is the direct outcome of this policy. And this superiority, in turn, makes for increased safety for our aviators.

Besides design and material, there is the question of workmanship to be considered. The material may be perfect, and the design—on paper—may be without fault, but a careless or traitorous workman may endanger the lives of many aviators by bad work. A hole drilled in the wrong place, or a part cut down too small, may well mean the breaking of the machine in the air and the death of the crew. To prevent any possibility of such happenings, a most elaborate system of inspection has been built up. This organisation, which is known as the Aeronautical Inspection Department, was founded a year or two before the war by the late Lieut.-Col. J. D. B. Fulton, C.B.—then a Captain—an officer of the Royal Artillery, who was the first British

officer to fly. Under his guidance the A.I.D. did most valuable work, and his death from illness in 1916 was a great blow to military aeronautics. Nevertheless. his good work has been carried on by the present chiefs of Department, this which has now grown to a vast size, as is natural when one considers the magnitude of its task. Every aircraft factory and every place where aircraft material or parts are produced has its A.I.D. staff, inspecting everything turned out for aeroplanes. The most minute screw or bolt, the smallest wooden part, every square foot of linen fab-ric for the wings and body, practically every pint of glue or varnish, has to be inspected and passed as fit for use before being put into an aeroplane

Then, as the parts are built up, they are inspected over and over again to make sure that they are being put together properly. Engines are treated in exactly the same way, raw materials, finished parts, assembled units, and complete engines all being inspected as they progress towards the complete aeroplane. The engines have to run on a test-bench to show that they give full power before being put into an aeroplane at all. And, finally, the completed aeroplane is inspected by specially experienced men, to make sure that such things as control-cables, wing-fittings, bracing-wires, and so forth are all properly fixed, so that nothing is likely to come undone while flying.

Despite the greatest care, accidents will happen. One may fall downstairs and break a leg, after fifty years of freedom from accident. But, so far as rules and regulations can assure immunity from accidents in the air, our aviators are protected from all harm. Anxious parents and relatives, and others who are concerned for those who fly, would, at any rate, feel considerably less anxious if they had opportunities of going round a modern air-craft factory and of seeing the very great care which is taken to assure the safety of our aviators.

### PHOTOGRAPHED UNDER SEARCHLIGHT-RAYS: A BOMBER.



An aeroplane belonging to one of the night bombardment escadrilles, or groups of machines, of the French aviation service is seen in the above photograph, as its final preparations are being effected under the searchlight after dark, previous to starting on a long-distance bombing raid. As seen, the photograph was taken under the rays from a searchlight projector at the aerodrome, one of the hangars at which, looking like an immense tent, is seen open, and the interior partially visible, to the right, alongside the

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aeroplane, in the background. It is common knowledge that the largest and most powerfully motored aeroplanes are exclusively used for night bombardments by both ourselves and our Allies, and by the enemy—machines of extra-stout scantling to enable them to support the weight of bombs carried. They are also comparatively slow-moving—compared with "chasers" and fighting and reconnaissance aeroplanes. Bombardments of Cologne, Munich, Frankfort, Essen, are recorded to their credit.







HIS HIGHNESS THE BABY.

NOT before it was time, the powers that be have turned their attention to the lot of the

youngest among us, and Baby Weeks, Maternity Bills, and the like are now upon us in full flood. Such projects would have astonished our ancestors, who seem to have considered children mainly as nuisances which appeared like flies in summer, and were expected to be grateful to their lives' end to the parents who had taken the trouble to bring them into a world where, with relatively few exceptions, they had to get their own living. The reaction from this point of view is, perhaps, one of the many benefits we may in the long run reap from the war.

Much, however, has to be done before the lot of the wage-worker in his infancy can be called a happy one, especially if he be born in a town. In spite of much prattle about eugenics, no attempt has been made-nor probably can in a democratic country be made-to keep his blood pure from foreign admixture; and it is therefore not improbable that, if a native of London, he will inherit some of the diseases or weaknesses which owe their origin to the conditions of life prevailing in foreign ghettos. But, even if he escapes this, the surroundings in which he makes his first appearance in the world are very far from ideal. Lack of housing accommodation, the uncertainty of his parents' occupation, and the tendency to slatternly habits ingrained in the lower class of Englishwomen, all combine to make it probable that the home into which he is born consists of at most two rooms, into which he, his father and mother, and such brothers and sisters as he may chance to have, have to pack. In one of these rooms all the cooking, feeding, and

washing of a family of four or five has to be done; and he is lucky if the other is reserved for sleeping. While the sanitary accommodation, such as it is, has to be shared with the other inhabitants of the house, his only playground is, at first, the common staircase, and later on, the street; so that in no circumstances, other than those provided by the Fresh Air Fund, does he ever get a change of air. Is it to be wondered at that he pretty generally falls a victim to the first epidemic that comes along, whether it be a zymotic disease or, as is at present more likely, the " flu " ?

In illness as in health, too, his lot is very different from that of his richer contemporaries. Not for him are the tender coddlings of nurse or mother, the dainty diet which

almost reconciles him to illness, and the daily visits of the doctor which make him the central point of the conversation of his elders. A few

hours of weary waiting in his mother's arms in the out-patients' room of a hospital, or a hurried visit to or from a "panel" doctor who in the very nature of things can only give two or



THE EFFECT OF AN INCENDIARY SHELL: CIVILIANS SAVING THEIR PROPERTY NEAR THE LINE IN FRANCE.

Official Photograph.

three minutes to his case, and then the feverish tossing on the heap of rags which forms his bed, amid the noise of his brothers and sisters and the ceaseless roar of the streets—no wonder But, it may be said, there is one compensation for all this in the increased vitality given to him by a better mode of feeding in his earliest years than the dictates of fashion prescribe for more highly placed children. "Mother's milk makes healthy children" is an adage the truth of which we are beginning to perceive, after our manner, when it is only just not too late; and, as his parents' means forbid the hiring of a wet nurse, this is, as a rule, what he gets. But the increasing

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when it is only just not too late; and, as his parents' means forbid the hiring of a wet nurse, this is, as a rule, what he gets. But the increasing employment of women in munition-factories and elsewhere goes to limit the time during which he can enjoy this; and the milk which he can get from the London dairyman, even if it were physiologically "indicated" without the admixture of lime-water or other corrective, is hardly likely to supply its place effectively. After this, he feeds but too often as his parents do; and fried fish, an occasional bit of meat and bacon, with maybe a drop of gin to keep him quiet, and unripe or rotten fruit picked up in the street, form the only change he gets from the bread-and-jam which are the staple of his diet.

Lest it should be said that this picture is of too unrelieved a blackness to be true to nature, let it be noted that the lot of the little countryman is far more wholesome than that of the townsman of the same age. Cottages may often be as crowded and as insanitary as town lodgings, although this is nowadays seldom the fault of the landlord, but the air in which they are set is nearly always fresh and pure, and

the distances between it and neighbouring dwellings make constant change of air a necessity. The country child, too, generally gets more of his mother's care than the little townsman; and the bread-and-milk that he consumes is at once more plentiful and purer. Moreover, there are signs that his highness the baby is, like other heirs, at last coming into his own.

The Maternity and Child Welfare Bill may not do all that is expected of it by enthusiasts, and its first effects will probably be to create another army of inspectors crammed with book - learning rather than experience, who will appear to most of their charges to be engaged in the time-honoured practice of teaching their grandmothers to suck eggs. Yet in the result such inspections do good,

and supply data on which alone the State can work. Hence the Bill is to be welcomed as affording hope even for the working-class baby.



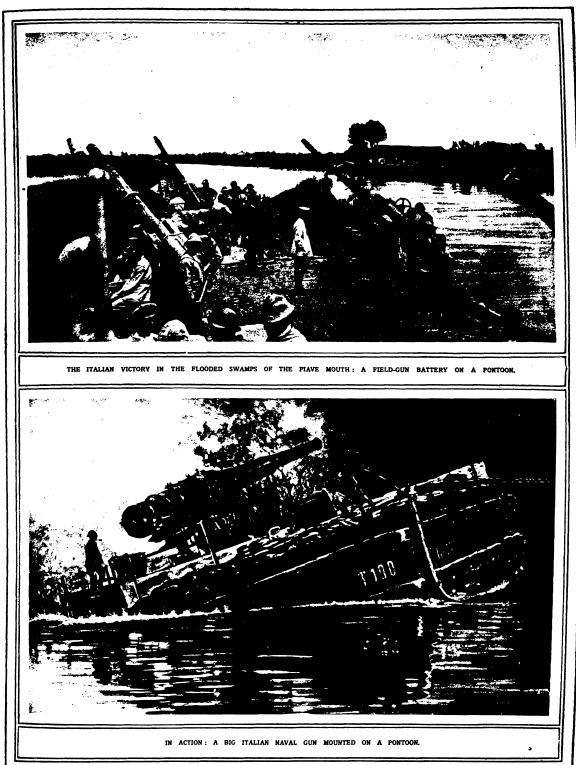
WITH THE GUNNERS CAS-MASKED: MEN OF A MACHINE-GUN CORPS AT DRILL IN FRANCE,

Official Photograph.

that to him even the crowded hospital ward, with its spotless cleanliness, its flowers, and the gentle voices of "sister," nurse, and doctor are

### ITALY'S PONTOON ARTILLERY: THE RECAPTURE OF THE PIAVE DELTA.

PHOTOGRAPH NO. 1 SUPPLIED BY ALFERS; PHOTOGRAPH NO. 2 SUPPLIED BY RECORD PERS.



Italian postoon batteries played a notable part in recapturing the Plave delta, a triangle of flooded Senland between the two channels into which the river forks ten miles from its mouth. "The Austrian," writes Mr. G. Ward Prios, "had filled these thirty square miles of marshland with strong machine-gun posts . . . and the bettle has been a series of isolated rushes and attacks upon these control of resistance, in which the Italian Benagiteri and Naval Brigade have shown the greatest gallantry." Describing a visit to a postoon battery, he says: "Its commander invited me to sleep in his cabin for an

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hour or two, but no sooner had I dozed off than one of the guns on deck was fired. The others joined in, and the rest of the night was an inferno of din: 18 guns fired good rounds in 3 hours. I sympathized with the battery commander living in this re-echoing iron coffin. 'Well, it has one great advantage,' he said. 'When the enemy fire obliges you to move, the whole outfit moves at once, and in ten minutes it can be 500 yards away upstream, while the Austrians go on shelling the empty space of water,

# UNDOING THE WORK OF U-BOATS: NAVAL SALVAGE OPER



1. SUNK IN COLLISION: THE FORE-PART OF A 2. A NEW BRITISH INVENTION: A SUBMERSIBLE 3. SOME OF THE 407 RESTORED TO SERVICE UP WRECKED STEAMER IN SHALLOW WATER.

PUMP—THE METHOD OF LOWERING.

TO THE END OF MAY: SALVAGED SHIPS.

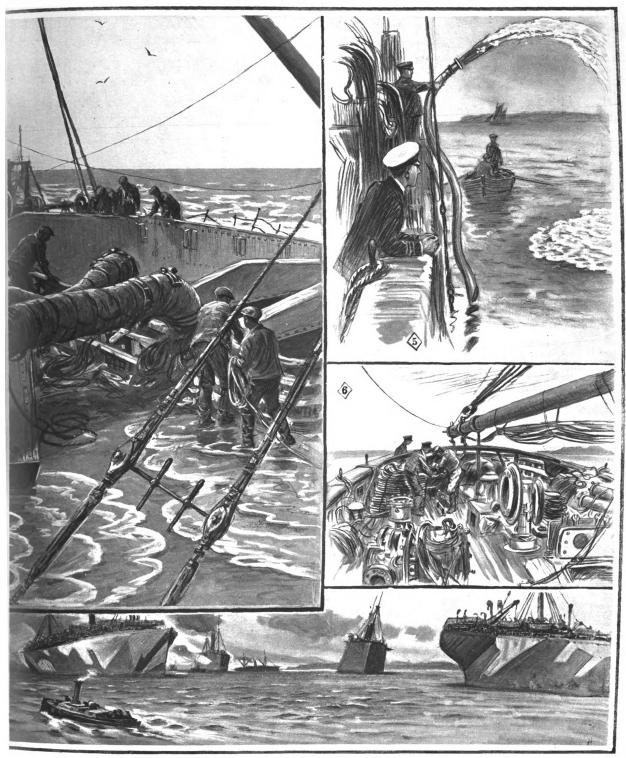
DATAING V

PERATION:

Only recently has the public been made aware of the splendid work being done by the Salvage Section of the Admiralty, which has already, up to the end of last May, restored to further service no fewer than 407 ships that had been sunk or damaged by German submarines. The work of salvage is arduous and often dangerous, especially on account of the poisonous gases that accumulate in the holds of sunken ships, from rotting cargo and other causes. Divers have to descend into the foul water to adjust the pumps and clear away obstructions. The large central drawing above illustrates the work of pumping from the hold of a ship sunk in shallow water—in this case, the effect of a collision. The water is drawn

### OPERATIONS THAT HAVE SAVED OVER 400 SHIPS.

ARTIST, S. BEGG.



<sup>4</sup> DRAINING WATER FROM THE HOLD OF A SHIP AGROUND: PUMPING

OPERATIONS BY A SALVAGE - SHIP (ON THE LEFT) ALONGSIDE THE WRECK.

SUBMERSIBLE PUMP IN ACTION.

6. ON BOARD A SALVAGE-SHIP:

THE AFTER-DECK.

up through huge pipes connected from the salvage-ship lying alongside (on the left) and thence emptied into the sea. "A most valuable appliance used by the Salvage Section," writes Mr. Hector C. Bywater, in the "Naval and Military Record," "is the submerable motor-pump, a British invention of surpassing merit. It can be brought into play where ordinary pumping plant, owing to its limited lift, would be useless. The submersible pump, being completely enclosed, can be lowered by derrick into a flooded compartment, where it works by electric current supplied from the salvage steamer. . . . This pump has greatly reduced the risk of total loss by under-water explosion or accident."—[Drawings Copyrighted in the United States and Canada.]



1. IN THE RUE ST. LAZARE: DOING A BRISK TRADE WITH BARROWS OF FRUIT AND VEGETABLES.
2. IN THE QUARTIER DE L'ETOILE: INDUSTRI
4. ON THE TERRACE OF THE TUILERIES: A LIGHT-HEARTED TENNIS-PLAYER.
5. TAKING THE PROSPECT OF A RAID QUITE CALMLY: BETWEEN

The Germans may have thought to intimidate Paris by their succession of air-raids and the menace of continuous activities on the part of "Long Bertha." It calculations have been completely upset, for the people of Paris have continued to bear themselves in these trying circumstances with a courage and sangfroid that are praise. While the authorities have, naturally and wisely, taken all precautions, the ordinary life of the city, whether work or play, has been carried on without into Parisians, like Londoners, have learned to regard air-raids with stoical indifference. One of the Paris Deputies, M. André Lefèvre, who is serving as an Engineer, recently

### WORK AND PLAY CONTINUES WITH COMPLETE APLOMB.

MONT.



AT WORK ON THE SIXTH FLOOR.

3. IN THE PLACE DE LA MADELEINE: A HEAVILY LADEN FLOWER-SELLER "CARRIES ON" AS USUAL.

CONCIERGES AT THE DOOR OF THEIR ESTABLISHMENT.

6. INNOCENCE AND INSOUCIANCE: MOTHERS AND BABIES IN THE PARC MONCEAU.

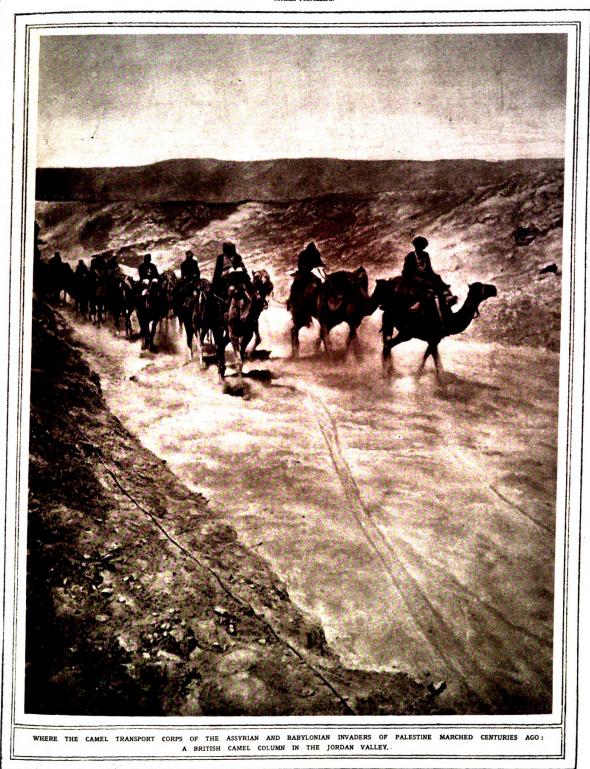
results from long-range guns were unlikely, as they were worn out after 80 or 100 shots, and that, if the damage done by the 250 shells already fired on the noticeable, even 1500 (the most the enemy could fire if they had ten such guns) would by no means be able to destroy Paris. As for bombardment by utilizery, he showed that the Germans would first have to win two or three great battles in order to get within 6 or 8 miles of the city and that they at expect to do this, as the defending troops were too numerous,—[Drawings Copyrighted in the United States and Canada.]



Yearly almost, ever since the conquest of the Punjab and Sind brought the British frontier line in the North West of India up against the Alghan borderland, turbulent clans of the tribesmen have given trouble by raiding peaceful districts on the British side, involving punitive expeditions by military columns from frontier garrisons. One of the latest punitive expeditions took place this spring against the Marris and a neighbouring clan, the Khetrans, who took up arms in "rebellion" and made forays into British

territory. On the night o February 19, 3000 tribesmen attacked a British post Gumtaz, held by Indian troopers and police, and were beaten off with heavy loss. return, we bombed Kahan, the Marri "capital," by aeroplanes, following this up v an attack by British troops and Gurkhas on the Marri "lashkar," or main army. April. The fight was decisive. Most of the rebel headmen were killed, and "rebellion" collapsed, retributive terms in the end being imposed on the two (

### A SANDY MARCH: EGYPTIAN CAMEL TRANSPORT IN PALESTINE.

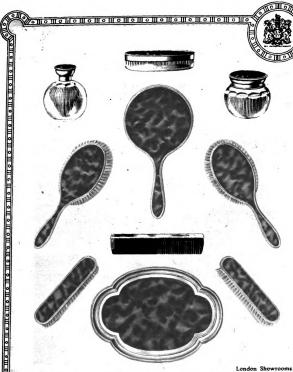


Camel transport in war has, of course, been used from time immemorial in the East. The present Indian Army and the Egyptian Army, under British organisation, have, however, been really the first to use camel transport cops, the cadres of which were created during peace time in readiness for war service. Lord Kitchener may be said to be the "father" of the system, both in India and in Egypt. While Sirdar in Egypt he organised the present-day Egyptian camel transport corps in nucleus form, and the same took place

# FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONGUR.

PHOTOGRAPHS BY LANBERT WESTON, HOWARD, ELLIOTT AND FRY, WALTER BARNETT, LANGFIER, NEWTON, BACON, RUSSELL, SWAINE, MAY,





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### NEW NOVELS.

"The Pendulum." The heart of youth has attraction for Mrs. Elinor Mordaunt, and she delights in observing its growth and measuring its beats with a minute and passionate attention. Perhaps a critic



"A DAYLIGHT RECONNAISSANCE" A PARTY OF ROYAL SCOTS CREEPING ALONG A HEDGE IN NO MAN'S LAND.—[Official Photograph.]

may deduce from the methods of "The Pendulum" (Cassell) that Mrs. Mordaunt is more interested in—or at least has a larger belief in—the relationship between mother and son than the ecstasies of the lover. Maternal love, a voice behind her written word seems to say, is the static, the permanent tie; the way of a man with a maid is part of the fever of adolescence. Michael Saen was ambitious, a man of the future, a leader of the men that are to be, a chieftain-democrat born of a working woman and the last of a long line of wild Irish squires. He is clever enough, and his story is paramount; but his mother has the first claim on our sympathy. There is something heroic in her homely virtue, in her constancy, and her deep devotion to her husband and her brood. The setting of the story is well planned. Few novelists make sufficient use of the many faces of London; here is one of the exceptions. She gives us the distances of Kensington Square and Rotherhithe, plays the river and the Surrey-side timber-yards, throws out a word of Mare Street, Hackney, and knows how to handle South London on a

Saturday night, when the naphtha flares light up its grey face, and seafarers from all the world justie the Cockneys and the Jewesses between the busy costers' barrows. For these things, and for her gift of portraiture, we can forgive Mrs. Mordaunt that fervency of hers that stresses unduly pain and emotion, and that lingers—almost gloats—

over the dark places of the earth that are the habitations of cruelty.

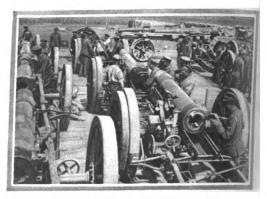
"Oriental Encounters."

Syrian, and small mercy for the casual and shows his suspicions by a grotesque discourtesy. "Oriental Encounters" (Collins) is a series of sketches—of the Turkish soldier, a faithful rascal; of Suleyman the dragoman, a person of a deep and subtle wit; of Sheykhs and village murderers, holy men, and

the outcasts of the wilderness. The general effect is a striking panorama of the Near East, across which defile its typical inhabitants. The sun is hot by day, the caravanseral is crowded, and the traveller is flea-bitten by night; but

traveller is flea-bitten by night; but over all Suleyman sheds the light of his cynical wisdom, and the profound politenesses of sundry Syrians put to shame the gaucheries of ignorant European intruders upon their simple life. Mr. Pickthall calls his book "a comic sketch-book of experience." Comic is a word misused. The drolleries are, it is true, apparent; but not far behind them lies a wealth of understanding, proving that to one Englishman intercourse with Orientals comes with that sympathy which may be seen to smille, but could not be ill-bred enough either to snigger or to

guffaw at his idiosyncrasies. There is excellent entertainment in "Oriental Encounters," and it throws not a few intimate sidelights on human nature in East and West. "The Sheepfold." Once upon a time Mr. Lat Housman wrote tales of were-wand fairies who lost their wands, and pictures out of Chinese persons walked in the most engaging way he wrote, too, verses of a haunting charm, such as—"I shall see thee again, or twice, Ere we part, my friend. Let no one turn to his story of a Jump-to-Glory with expectations of finding in it even the remote ech these magical and cherished things. "The Sheepfol (Duckworth) reminds us instead of the fact that Housman has illustrated George Meredith's poems. Ja the shepherdess of souls, had the eyes of a visionary, it mind—in flashes—of genius, and the pure heart that beginderstanding. In her rustic youth she was all too quick initiated into the rough-and-tumble of the game of se as a ploughboy and a village girl might be expected play it. Jane was ignorant and innocent, and paid the usual penalty for her enlightenment. It takes a measur of fortitude to struggle through the story of her girlhood-as a small child she is delightful—and arrive at her as the prophetess leader of a Shaker community. Mr. Housman



ON THE BRITISH WESTERN FRONT IN FRANCE; A SCENE AT A BIG GUN PARK.—[Official Photograph.]

draws her character with the skill that is to be expected of him. She was a cheerful and heroic soul, who endured the usual misunderstanding of the multitude and died happily without money in her pocket or soles to her shees.





### Nutrition Notes.

How BIRD'S Custard increases the food value



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Because Bird's Custard makes an addition of 25% to the solid food value of the milk, transforming it from a thin beverage into a creamy nutritious dish. This delicious dish furnishes life-giving heat to the system and builds up the body.

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is far better than milk alone for growing children. It is not only more enjoyable and nutritious, but more satisfying. The children themselves will tell you so.

### Joseph Coyne's HEADACHE REMOVER

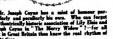


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### THE PLAYHOUSES.

"THE CHINESE PUZZLE," AT THE NEW.

T would be rash, perhaps, to say that the latest stage play which conjoins and contrasts East and West, Piay which conjoins and contrasts East and West, has the makings of a second "Mr. Wu," though it has a picturesque and almost as strenuously emotional scenes as that effective story. "The Chinese Puzzle" suffers from one grave defect as a drama

of situation, in that its heroine consistently acts against common sense, and the pathies of any audience. Here is a girl who, because she has got a disreputable mother, photographs for publication a document, the divulging of which means her lover's disgrace; fails even at marriage to reveal her perfidy; allows him durmonths to chase under loss of reputation, and of any future in his chosen career of diplomacy; and then, when there is a chance for confession, lets an innocent Chinese ambassador assume the blame, and so disillusionise her young husband about Orientals, amongst whom his labours are likely to be confined. No matter what superficial charm Miss Ethel Irving may lend the character, and she lends her plenty; no matter how poignantly the actress may depict the girl's well-merited anguish suspense — and Irving's art is seen at its

best-you feel indignant that so heartless a minx should escape her punishment; and you burn under a sense of injustice when the Chinese marquis makes himself out a rogue to repay an old family obligation. All this is not denying that Mr. Leon M. Lion and Miss Marian Bower's puzzle is very ingeniously worked, or that Mr. Lion as actor does not render his grotesque Mandarin, with his roundabout, but witty, apothegms, a

fund of entertainment. Nor is it denying that not only the two players mentioned, but Miss Lilian Braithwaite, Miss Ellen O'Malley, Mr. G. de Warfaz, and others, act with a brilliance that carries off the tale's improbabilities.

### "THE PURPLE MASK." AT THE LYRIC.

To be kept agreeably wondering whether it is hero or villain who is confronting you, and not to be sure that

such experiences is given a setting of hussars, gendamsuch experiences to be some of conspiracy again and ponce, and the analysis of the unseen, but all-potent Napoleon as First Consul. Only the hypercritical are likely to complain that there is to the hypercritical are the Royalist Armand's exploits of much repetition in the conspiracy; but there is such variety in his change of conspiracy; but desh and brio and assurance in \( \text{lt} \)
personality, such dash and brio and assurance in \( \text{lt} \)
Matheson Lang's display of virtuosity, that the average

playgoer's feelings will be those of gratitude and delight



IMPERIAL FURNITURE AT THE GUILDHALL: THEIR MAJESTIES' VISIT ON THEIR SILVER WEDDING DAY. The beautiful antique French furniture seen in our photograph, so reminiscent in its ornate elegance of the palmy days of the French Empire, was used in the private rooms set apart for King Ceorge and Queen Mary upon the occasion of their Majesties' Silver Wedding Day visit to the City on July 6. It may be mentioued that this beautiful furniture was supplied by the well-good by the arrode, Ltd.

they are not, after all, one and the same person; to watch the most audacious feats accomplished in the oddest disguises, to quiver with excitement while a master of feints and strategems has to baffle not only his avowed enemies, but also suspicious imbeciles on his own sidesurely this is to get romance of the right sort, especially when, as in MM. Armont and Manoussi's story of "The Purple Mask," the series of adventures which provides

Although high prices for bicycles are the rule rather than the exception in war. time, a record must have been made by a lady's cycle which fetched £64 for the Lord Lieutenant's Fund for Middlesex Prisoners of War The machine-a "Gamage -was presented by Mr. W. A. Vincent, of the well-known Holborn firm (A. W. Gamage Ltd.), and was sold at a fête held in aid of the Lord Lieutenant's Fund, at "The Chase," Winchmore Hill, on July 6.

It will be noted that the North British Rubber Company of Edinburgh-makers of the famous "Clincher" tyre-have been doing wonderful things in equipping lorries with sound workman like tyres since the outbreak of war, and have accumulated a fund of experience which will be of incalcul-

able value to all enterprising firms. In this remarkable concern is Mr. Alexander Johnston, J.P., who is recognised north of the Tweed as one of the ablest business men of his time. He would have been an ideal man for the organisation of one of our Government Departments, but the fact that he is less known here than in Scotland is proving to be Scot-

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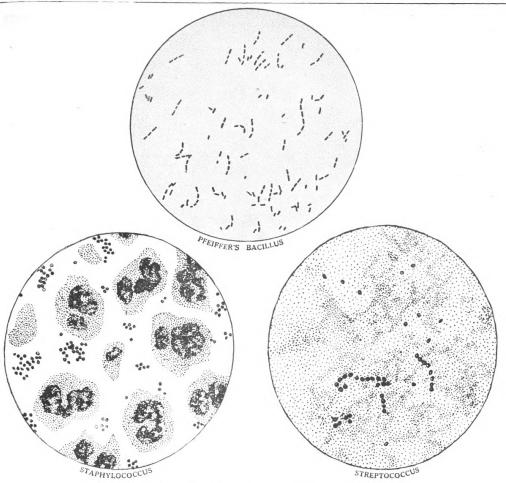
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### **Epidemic** Influenza

RISING doubtless from various irregularities-dietetic, sanitary, occupational etc .- due more or less directly to the War, a number of mysterious maladies have recently broken out. Here and in other parts of the world an affection of the central nervous system at first suspected of being Botulism, but later nick-named "Whatulism" for want of definite identification, caused a perhaps unnecessary amount of alarm; Spain and (in a lesser degree) Sweden have been laid under a veritable scourge around which for a time all sorts of alarmist rumours circulated.

In connection with this latter epidemic the specific organism of Influenza, the Pfeiffer Bacillus (illustrated above), has been identified; various other grippe-producing organisms (two types of which-Staphylococcus on the left and Streptococcus on the rightare also illustrated) have been observed.

In such circumstances experience bids us beware! Already before we know it Influenza or La Grippe may be upon us in deadly

thousands of cases have been reported in London and elsewhere; earnest, and ourselves under the domination of enemies more ruthless and destructive even than the Hun.

The modus operandi of these disease germs is as follows. They obtain a lodgment in recesses of the nose, mouth and throat, where they generate their virus and distribute it throughout the system via the body's common carrier, the

If you allow it! Nature has evolved an efficient system of defence against these germs. Myriads of tiny corpuscles which travel with your blood-stream are the natural defenders of the central citadel— the nervous system—of your health. They are of two kinds, red and white. The former energise your body to resist infection generally; the latter raid these "Germ-Huns" in their trenches, kill and (whisper it!) devour

It rests with you to give these corpuscles a fair field whilst they fight your battles for you-it is up to you, in other words, to "keep the ring". The area of operations is your blood, and if the blood be pure and virile there is not a germ in all bacteriology that has the power to impair your energy, efficiency and general well-being.

### The Kruschen Habit is your first line of defence

against the Germ-Hun; it enables Nature to maintain a rich supply of pure and virile blood.

Kruschen Salts is a natural aperient and diuretic tonic—not a medicine, but an "aid to nature" in eliminating from the system waste material which poisons and debilitates the blood. The bowel, liver, kidneys, lungs and skin—the body's organs of elimination - all work better and more regularly under the daily reminder of the Kruschen Habit, and with these organs working well and regularly the purity and virility of the blood is

Get the Kruschen Habit-persevere with it! This is the

secret of immunity from epidemics such as the above-and. too, the indispensable condition precedent to their successful treatment.

Kruschen Salts-all-British for 160 years -may be obtained of all Chemists at 1s. 6d. per bottle, or post free for 2s. in the United Kingdom from E Griffiths Hughes (Kruschen) Ltd., 68 Deansgate Arcade, Manchester. It is also on sale at all British Expeditionary Force Canteens at 1s. 6d., or will be sent post paid to any member of the B.E.F. abroad at 2s. 6d. for one bottle, 4s. for two bottles, 5s. 6d. for three - prompt despatch guaranteed.

#### THE CHRONICLE OF THE CAR.

Holding Up the Motorist.

During the past two or three weekends the military and civilian police appear to have been exceedingly

active in holding up cars on the main exits from London, for the purpose of inspecting petrol licences with a view to accertaining that the Motor Spirit Restriction Orders are not being evaded. That the authorities are perfectly right in taking all necessary action to check breaches of

these Orders cannot be questioned for a moment. There is no manner of doubt that the provisions of the regulations made for the primary purpose of conserving our supplies of motor spirit have been systematically disregarded, particularly by the drivers of cars ostensibly engaged on war service, and, if there is any logic at all in the law as it stands, it most certainly ought to be enforced. One of the first reasons given for the imposition of the mani-fold restrictions on the use of cars is that it is necessary in the national interest to stop all motoring of the "joy-riding" character. Therefore, it is to reduce pleasure motoring to the absolute minimum that these week-end raids by the police are designed, and, I think we may agree, very properly.

But the action of the authorities is open to criticism in that it does not go far enough. Up to now no check has been imposed on the enormous amount posed of the eliminates among of joy-riding indulged in by people who use the public-service vehicles for their pleasure. I may not, for example,

use my car to go to church on Sunday, but I may use taxi-cabs to go to and from the theatre every night of the week. I am not allowed to use my car to go about my lawful occasions on any day of the week, but if I have a fancy to spend my time, say, in Epping Forest I can go there at my ease in a motor-omnibus. On a week-day the company which runs these services will provide me with

a conveyance every twenty minutes: but on Sunday I can take it easier as to time, since, if I miss the one omnibus. I shall have but three minutes to wait for the And what hurts is that it is, in the main, the people who make most fuss about the joy-riding of the private motorist who use these services most. I may be wrong, of course, but it seems to me to be neither logical nor fair that the one class of motor-user should be debarred the use of motor spirit for purposes of health and recreation while another has practically free licence. Either restriction is



SPRING AND SUMMER IN SHAKESPEARE COUNTRY: A MOTOR TRIP IN STRATFORD-ON-AVON

Our illustration of a 16-20-h.p. Wolseley car near Stratford-on-Avon is a stimulating reminder to holiday-makers that the delights Spring are Nature's prelude to the glories of Summer, and that many delightful trips may still be made by motorists, despite the inevitable limitations of war-time,

> necessary or it is not. If it is--and I know it is-then let us have equality all round.

Speaking at the annual general meet-The Work ing of the Automobile Association the other day, Mr. Joynson Hicks, M.P., of the A.A.

the Chairman, gave an excellent account of the work of the A.A. during the year under review, Although, in

common with all institutions of its kind, the Association had suffered from a loss of membership during the war, representing an income loss of some £19,000 per annum it had been able during the past year to increase the reserve fund by over £24,000. This fund had reached such a figure that when the war was over no organisation connected with motoring would possess such a fighting fund ready to set to work in the interests of the motorst He pointed out that the active work of the Association He pointed out that the active work of the Arabanan had been very much curtailed by the virtual cessation of motoring in the ordinary ap-

plication of the term. Motorists were using their cars for the benefit of the country, and, generally speaking, were doing whatever lay in their power to help the nation in its time of need. Apropos, he read a letter from Sir John Cadman, the chief of the Petroleum Executive, which read-

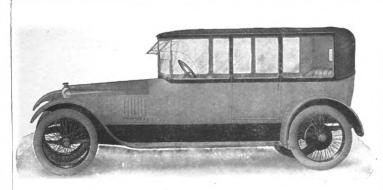
" Mr. Long would be much obliged if you would, on the occasion of the annual meeting of the A.A., take the opportunity of thanking the motoring community for the sacrifices which they have so willingly made in the national emergency."

Speaking of the fuel ques Mr. Joynson Hicks said that before the war the motorist had been in the hands of a monopoly which had been drawn very much tighter since 1914. The Association in-tended to encourage the production of benzol and the use of coal-gas, and he further hoped that the Government

experiments in the production of fuel from coal and the shales, in order that we might, after the war, be more or less independent of that monopoly.

A Rolls-Royce Appointment.

Messis, Rolls-Royce, Ltd., notify that the board of directors has appointed Mr. Basil Johnson to be General Manager of the Company.



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The Vauxhall motor carriages built before the war were highly finished, and expressed artistic ideals; they were among the most expensive of motor carriages, because of the high quality of both chassis and body; and after the war the same class of manufacture will be produced in the Vauxhall works.

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CORRESPONDENCE COLUMN Page 468, May 11

CORRESPONDENCE COLUMN Piece 48, May I

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carbon dynamo brushes. The first of these
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as three times a year; the contact breaker
and the brushes have no to been attended to
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"The battery, though it has, through rough usage, lost some capacity, is still capable of



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starting the engine at a temperature of o'C . I was prejudiced against all kinds of single unit electrical machines before I had this car. But now I will stand up for the efficiency of the Delco product against any of the same date, and against most of those which have been brought out since.

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NORMAN F. DE TOURVAL PHILLIPS.



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> THE DAIMLER COMPANY, Ltd., Coventry.



#### CHESS.

To Correspondents.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

R MURELL (Artist. Rifles).—We are glid to know that the column has been of interest to you during your convalence see.

J S BROWN (Bournemouth).—Thanks for problems, but such compositions

are altogether out of place nowadays

C C Keffer.-Your description of the position is by no means clear

CORRECT SOLUTION OF PROBLEM No. 3785 relevel from A V Mirkwell, Volo (Greevel; of No. 3785 from J T Paliner, Captain Challine (Great Yarnouth), and E M Vicars (Wood Dalling); of No. 3785 from J C Gurdner (Port Sandfiel), Cunada) and C W Moore (Arnhest, Cuna la).

Gwilner (Port Samifiell, Cuwala) and C W Moore (Arnherst, Cumala).

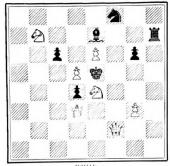
CORRECT SOLUTIONS OF PRODER NO. 3759 received from M E O olsow
(Bourne nouth), G S Illi gifteet Johnson (Cobbann), J Ri-hard-son (New-bave 1, J Dison, J Fowler, H S Branderth (Weybrigle), J S Forbes (Brighton), J C Stackhouse (Torquay), H Grassett Bil Win, (Faribann), H M R Jones (Che tere), R Murell (Artist, Riffe), W S Subslamy While (Birstall), F R Gittige (Birmingham), Pecbendary Wyane Willon (Here-ford), F Drakeford (Br. mpton), F C H (Bridgwater), and P C Aller (Birgitton).

SOLUTION OF PROBLEM No. 3788.—By A. M. SPARKE.

1. Q to Kt sq

Any move 2. R. Kt, or K mate: by di-covery

PROBLEM No. 3790.-By G. STILLINGFLEET-JOHNSON.



WHIIF. White to play, and mate in three moves,

The above problem gained the distinction of Honourable Meation in a tournament of the Pittsburgh Gazett: Times.

#### BOOKS WORTH READING.

The Laws of Chance, F. E. Mill. Young. 6s, net {The Bolley Head}.

Earthware, Limbay Russell, 6s, net - {Casual}.

With the Austrian Army in Galicia, Octavian C, Tashanam, 6. Ref. (Soffmens).

A Son of the Manse. A. T. Sheppard, 5s, net (Ward, Lork and 6.).

The Hurlingham Case. Floreure Worden, 5s, net (Ward, Lork and 6.).

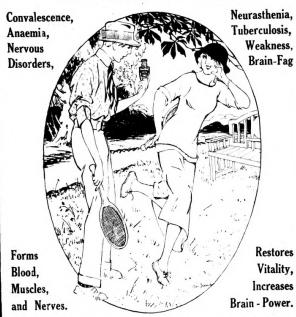
Boundaries in Europe and the Near East. Colonel Sir Thomas H. Hellyb.

8s, 6d, net 8. 6d. net - (M Telegraphy, Aeronautics, and the War. Charles Bright. 16s. net

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The Titlepage and Index to Engravings of Volume One Illunderd and Fifty-two (from January 5 to June 29, 1018) of THE ILLUSTRATED LONDON NEWS can be had, Gratic, through any Newsgent, or direct from the Publishing Office, 172, Strand, London, W.C.2

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### RHEUMATISM

### AND SEA AIR

Is it advisable for rheumatic subjects to go to the seaside

subjects to go to the seaside?
It will perhaps be argued that those who were born at the seaside, or who have lived there the greater part of their life, are specially favoured on account of having become accustomed to the atmosphere, while tourists who only come for a few days, and are therefore strange to it, cannot claim the same pivileges. That may be the case, but it still remains to know whether sea air itself is apt to aggravate rheumatic pains.

Precautions must,



DR. DAURIAN.
Paris Medical Faculty.

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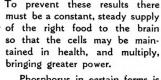




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### OUTWITTING

By Lieut. PAT O'BRIEN, R.F.C. HEINEMANN I

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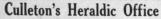
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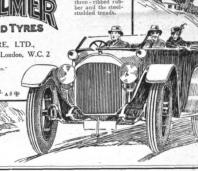
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### Call of the Country

still makes itself heard amid the clash of arms, though, unfortunately, it cannot be obeyed as in the happy days which now seen so long past. Foaming fall and rushing stream, towering mountain and placid valley are, however, still existent, and their beauty will yet delight the senses of motorists in the future.

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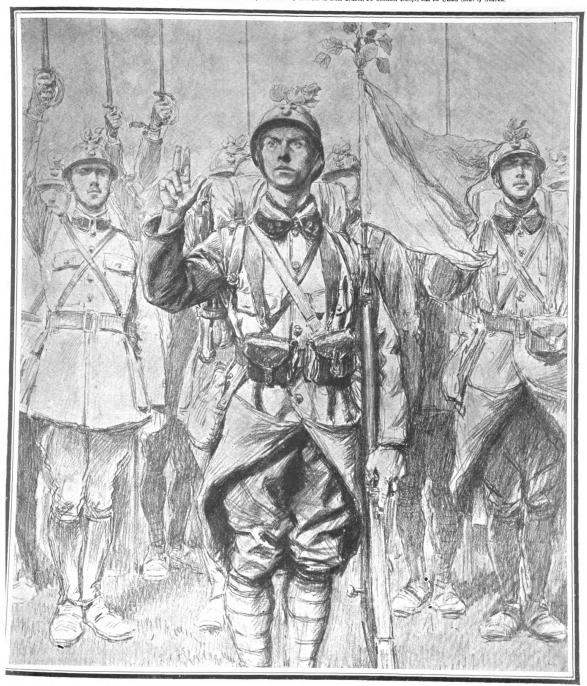
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No. 4136. - VOL. CLIII.

SATURDAY, JULY 27, 1918.

ONE SHILLING.

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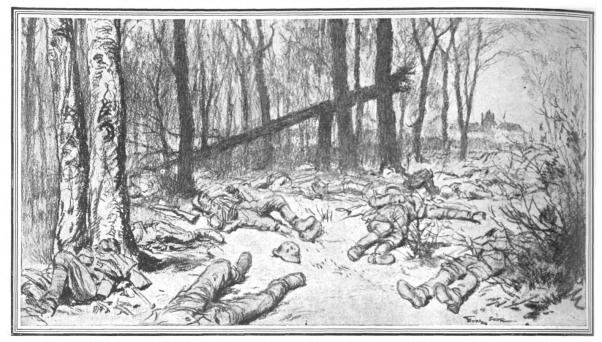


### FIGHTING FOR FREEDOM: CZECHO-SLOVAK WESTERN FRONT TROOPS TAKING THE OATH:

e Czecho-Slovak volunteer troops, whose doings in Russia and Siberia and in Italy re recently given the enemy a taste of "the dogged invincible staunchness of their s," are strongly represented on the Western Front as well. In Russia and Siberia, Czecho-Slovak forces are mainly recruited from former Austrian Army ex-prisoners war, liberated when the Revolution broke out last year, at the same time as the man, Austrian, and Hungarian prisoners in Russia. On the Italians, who have ak battalions are also moutly ex-prisoners of war, taken by the Italians, who have a former to the same time as the first Czecho-Slovak Legion in France was formed some time ago, and fought as a corps attached to the French Foreign Legion. Since then its numbers have been increased by compatriots assembled from all over the world on the "National Czecho-Slovak Counci," until the Legion now counts as a Western Front army corps, with its own red-and-white national flag. The colour of a battalion, recently presented by the City of Paris, is seen here being sworn allegiance to.

FROM A DRAWING ON THE SPOT BY GEORGES SCOTT. COPYRIGHTED IN THE UNITED STATES AND CANAL.

### Where the Prussian Guard were Hard Hit: After a Fight.

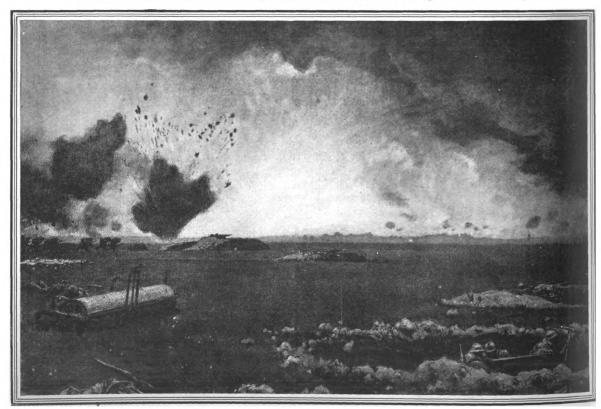


THE SCENE OF THE FINAL DRIVING BACK OF A PRUSSIAN GUARD ATTACK: DEAD OF THE KAISER'S FAVOURITE CORPS D'ÉLITE.

The scene is on one of the battlefields in Northern France where the Prussian Guards have been brought into action. They are, of course, the pick of the German Army, and are recruited from all over the Empire, the tallest and best-grown men in each levy being taken for the Guard. In the background are seen the church and château of a

orthern France where the Prussian Guards of course, the pick of the German Army, the tallest and best-grown men in each levy and are seen the church and château of a FROM A DRIWING ON THE SPOT BY Grorges Scott. Cotymograph In the Volter States and Canada.

### On the French Front Defending Paris: A Battle in Progress in the Open.



WHERE A GERMAN THRUST ACROSS THE MARNE TOWARDS PARIS WAS HELD UP: UTILISING THE SHELL-CRATERS AMID GRASS MEADOWS.

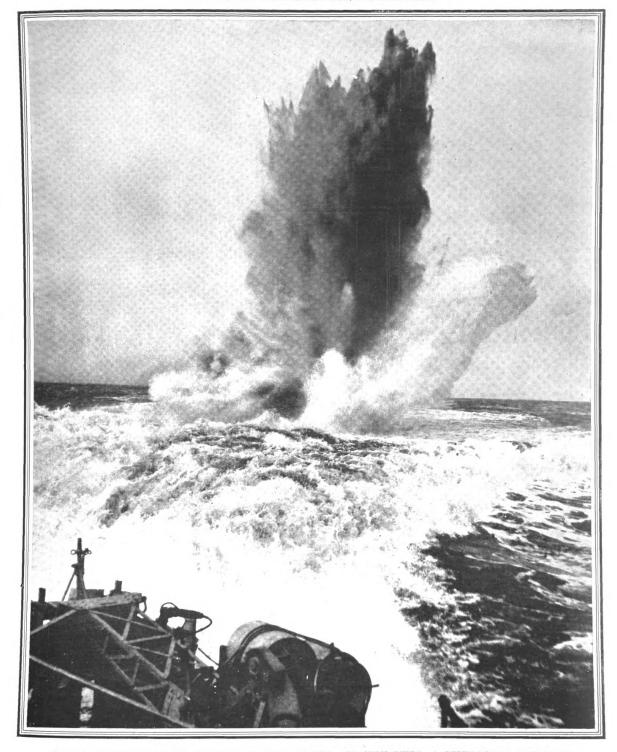
The artist sent with the sketch the following notes: "The view gives an idea of the ground where the Germans have been held up. It is largely open meadow-land, with, here and there, shell holes amidst the summer grass. A shell is seen bursting at one

place. To the left, infantrymen are seen making for the cover of a field redoubt. On the right, others are turning shell-craters into rifle-pits. In the foreground to the let is a farm-labourers' roller, left there a few hours before by the peasants."

FROM A DRAWING ON THE SPOT BY GEORG S LEROUX. COPYRIGHTED IN THE UNITED STATES AND CANADA.

### THE "ACHILLES HEEL" KICKS: THE EXPLOSION OF A DEPTH-CHARGE.

FROM THE EXHIBITION OF NAVAL PHOTOGRAPHS IN COLOUR, AT THE PRINCE'S GALLERIES.



"ONE OF THE MOST POTENT WEAPONS WE HAVE AGAINST THE SUBMARINE": A DEPTH-CHARGE EXPLODING WITH A TREMENDOUS UPHEAVAL OF THE WATERS.

We reproduce here one of the wonderful Naval photographs on view at the Exhibition at Prince's Galleries, Piccadilly, held under the auspices of the Photographic Section of the Ministry of Information. Every Briton is interested in the doings of the Navy, and the Exhibition is proving a huge attraction. This photograph was taken at very close quarters, and shows the tremendous upheaval caused by the explosion of a depth-charge, and the enormous column of water and smoke that arises from it. "These depth-charges," said Sir Eric Geddes in opening the Exhibition, "are one of the most potent weapons

we have against the submarine." The preface to the Exhibition catalogue says: "When Tirpitz organised his campaign of 'frightfulness' against our merchantmen, he thought he had found the 'Achilles Heel' of the British Empire, and the day when we should go humbly down on our knees and beg for peace was frequently advertised in the German papers. But the German, who always undertates his enemies, forgot British ingenuity and pluck, and the photographs show what wonderful resource the Navy has displayed in overcoming what, at one time, was a very scrious menace."

By G. K. CHESTERTON.

O'UR friends at the Front might well be excused if they were tired of fighting, though they seem to fight better than ever. But some of our friends at home seem to be tired of thinking—indeed, they talk at random because they do not think at all. They are in the mood in which even final differences seem only to be fine distinctions. It is as if a General in the field were too bered, or too impatient, to recognise the fine shade between Austrian troops and Australian troops. Yet I have met among civilians an impatience of the plainest thinking which would practically be quite as ruinous. They cannot open their eyes and see—I will not say the inward, but even the outward and obvious truth.

Here is one example of what I mean. Many papers have commented on the last utterance of the German Chancellor about Belgium. And many pacifist and semi-pacifist—nay, many patriotic papers also, have reported it in a reassuring fashion, as a simple statement that Germany gives up all claim to Belgium. Nobody whose words I have read seems to have seen the simplest and most self-evident fact about it. The German Chancellor said that under no circumstances would he keep Belgium, but that he would use it as a pawn with which to bargain. Some doubt and some defend his sincerity; others merely wish to know with more precision what his words mean. Nobody seems to have pointed out the plain fact that his words mean literally nothing. His words are in themselves inconsistent not merely with truth, but with each other. His sentence contradicts itself, and makes no sense. You cannot bargain with a thing unless you are ready to keep it if the bargain is not satisfactory.

Suppose a hatter, pointing to a hat in his shop, declares with passion that he will never,



THE COMMANDER OF THE FRENCH ARMY SOUTH OF THE OURCQ IN THE GREAT COUNTER-OFFENSIVE: GENERAL DEGOUTTE.—[French Official Photograph.]

never keep it -that, rather than remain in the same shop with so hateful a hat, he will give it away or throw it away. And suppose, having said this to his customers, he then says to the same customers that he means to sell the hat and to screw them up to a stiff price for it. We should probably sus-pect that such a hatter was indeed the archetypal and proverbial mad hatter. If his customers could really be certain that he would give away the hat nothing, they certainly would not give

him anything

for it. The truth is that they are not certain, whatever he may say about it; and this because the case is complicated by other and older facts. It is complicated by such a detail as the fact that the hatter originally stole the hat from the man to whom he is trying to sell it. In other words,



THE COMMANDER OF THE FRENCH ARMY NORTH OF THE OURCQ IN THE GREAT COUNTER-OFFENSIVE: GENERAL MANGIN.

it is complicated by the fact that he is not only a mad but a bad hatter; and that his badness affects the head and the heart as well as the hat. It is a part of the same truth, of course, that Baron von Hertling's expression about using Belgium as a pawn is itself a denial or a justification of the wrong done to Belgium. You can only bargain with something which you assert to be your own. I can offer to sell Baron von Hertling my own hat, though I am sure no German aristocrat would be seen in it and though it is a form of trading with the enemy in which I do not propose to induige. But if I attempt to sell Baron von Hertling's hat, say, to President Wilson or the Emperor of Japan, the German aristocrat may begin to remember a morality forgo'ten with the invasion of Belgium. These are exceedingly simple truths, yet they seem to be discovered with difficulty not only in Germany, but in England.

What he means, of course (apart from what he says, which means nothing), is not that he will certainly give up Belgium, price or no price, but that he is pretty certain that we shall be fools enough to give him a good price for something that is no more his than my hat. He probably did not think the time was ripe to particularise about the price. We do not know yet what trifle we may be expected to give up in return for giving Belgium to the Belgians. Norfolk and Suffolk, now, would naturally go together—far more naturally than Alsace and Lorraine. Traced back through their Teutonic names to their Teutonic origins, they would figure as the North Folk and the South Folk in many a professor's full and formal inventory of the German Empire. Perhaps the British Navy, with a slight sprinkling of its

principal ports or harbours, would be regarded as a reasonable equivalent for a pawn. This, however, is a merely idle and imaginative speculation. I do not seriously suppose that the German Chancellor would ask for Norfolk or the Navy; but I do most seriously assert—what is indeed self-evident—that he has as much right to these as he has to anything as the result of any bargain about Belgium. He has as much right to two of our counties, or all our counties, as he has to the slenderest strip of the smallest colony; he has as much right to the largest fleet as he has to the smallest favour—when these concessions are avowedly belng made to him as a reward for having robbed the weak.

And here is another example of what I mean by thoughtiess ignoring of the obvious. Why on earth are certain people going about, at this time of all times, saying that it is clear now that neither side can win, and that there can be nothing but a compromise? The peculiarity of the present situation is that it is a race between a temporary German superiority that might win and, failing that, an ultimate Allied superiority that practically must win. At the moment when the game is realiy being lost or won, there are men so stupid as to talk of stalemate.

Of course, it is not really a question of stale-mate, but of stale players—or rather, of stale spectators. I know these critics are not really fools, or anti-patriots, or even pacifists, but simply tired people. It is not a mood in which the truth about anything can be clearly seen. It remarks on anything about the German Chancellor's speech except what he really says; it is expressed by anything about the great colliding armies except what they are really doing. It can only recur vaguely to the sense that peace is healthy and

natural, which is like saying that sleep is healthy and natural when a man is in danger of going to sleep in the snow and never waking up again. Our duty for the present is primarily to keep awake; and, for all the roar of the guns, there are some who are already asleep. makes no difference that they walk in their sleep, as travellers or newspaper-correspondents; or talk in their sleep, as politicians or public lecturers. And fronting them all the time is a fact which is a foetheir foe as much as ours, and the destroyer of all that they love as well as we.



THE COMMANDER OF THE FRENCH FORCES WHICH BROKE THE GERMAN OFFENSIVE EAST OF RHEIMS: GENERAL GOURAUD.—[French Official Photograph ]

# AMERICAN DESTROYER. AN TO SURRENDERING U-BOAT ⋖ OF CREW "KAMERAD! KAMERAD!" THE

COLDUR AT THE PRINCE'S GALLERIES.

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UP THEIR HANDS"; HELD TO THE SURFACE, AND A SHORT CHASE ENSUED BEFORE THE WHOLE CREW CAME UP ON DECK AND GERMAN SUBMARINE CAPTURED BY THE U.S. DESTROYER "FANNING." "THE U-BOAT CAME UP

One of the most dramatic of the many wonderful Naval photographs in the Exhibition at the Prince's Galleries is that reproduced above, showing the crew of a U-boat surrendering to the American destroyer "Fanning." The account of the incident given in the Exhibition catalogue assy: "While ecoroning a convoy, the look-out of the Fanning "sighted a perizope about a foot above the water. She immediately headed for the spot and dropped a depth-charte, which, according to the princens captured, wrecked the submarine's machinery and caused her to sink to a considerable depth. However, the U-boat came up to the surface, and

a short chase ensued before the whole crew came up on deck and held up their hands. The photograph was taken by William A. Wighris, B'Smilli, U.S. Ney, Fanning, ". The Exhibition at the Prince's Galleries, which has proved exceedingly popular, was organised by the Photographic Section of the Ministry of Information. A visit to it is not only unatter of patriotic duty, in section to understand what the Allied Navies have done and are doing to protect us at home, but the Exhibition is well worth seeing for its own sake, as it contains some of the most wonderful examples of photography that have ever been produced.

### THE MIRAGE ON THE BATTLEFIELDS. & By ARCHIBALD HURD.

WE might search history long and diligently for a better example of the potent influence of sea-power than recent events on the Western Front have provided. It was the custom in pre-wer days to think of the British Fleet exclusively as an engine of destruction; it was either that, it was said, or it was valueless. Mr. Churchill, as First Lord of the Admiralty, always kept in the view of the House of Commons and the country the ordeal of battle by sea, resembling the contest between Mamilius and Herminius at the Battle of Lake Regillus. "It will always pay the stronger Naval Power," he contended. "to lose ship for ship in every class; the process of cancelling out would conduct us, albeit by a ghastly road, to certain victory and to a condition, not of relative, but of absolute superiority, That conception of war, a series of fierce and devastating encounters, one following the other in more or less rapid succession, was the right one to hold in peace. But it has not been our experience during the past four years. We have learnt that naval power seldom works as a Nasmyth hammer, since the weaker Power can shelter behind its coastal artillery, its mine-fields, and its mobile defences and, surrendering the fruits of victory to its opponent, can evade decisive action.

This war has provided tew examples of the British Fleet as a weapon of destruction, but every day's communiqués from the various fronts exhibit it as an engine of construction. After four years the battle squadrons of the German Seas Fleet are at least as strong, actually though not relatively, as they were on Aug. 4, 1914 If we desire to see the most conspicuous work that the British Fleet has been doing, we must glance from the sea to the land. Then we notice that it has been the support of the Allied Armies, which, one and all, are the extensions of sea-power. The success with which the enemy's offensive movements in France and Italy have been broken has been due as much to the fleets as to the armies, for the former have supplied the Allied troops with reinforcements of men, guns, and ammunition until at last the balance of military power has turned in our favour.

We thus obtain a fresh conception of the influence of ships of war, which, denied the opportunity of battle, yet contribute to victory by adding strength to the one side and sapping strength from the other. Our histories do not record the fact, but that is how sea power has always most markedly exhibited itself. After

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the Battle of Trafalgar there was an interval of ten years without a fleet action, and in that period the British Fleet rendered its greatest services. On the one hand, it supported Wellington, and on the other, it wore down the strength of Napoleon, "Under it," as Mahan has reminded us, "the resources of the Continent wasted more and more with each succeeding year, and Napoleon, and all the splendour of his Imperial position, was ever needly." Under it also, he might have added, the size and efficiency of the Allied Armies increased steadily, if slowly. A French historian has put it on record that "they were the ships of Nelson that were the victors of Waterlon."

History is repeating itself under our eyes, and the time will come when, in imagination, all men will recognise, as in a mirage, amid the dust and smoke of the battlefelds of France and Italy the dim shapes of the battle-ships, cruisers, destroyers, and submarines of the Grand Fleet, supported by the lesser forces of France, Italy, Japan, and the United States. Those vessels will become familiar not so much as agents of death as agents of he to the cause of honour and justice, and the final and beneficent arbiters in the struggle of democracy against autocracy.

#### THE AMERICAN AS A PATRIOT.

PATRIGITISM has always been a ruling passion with the American citizen, however recent his arrival in the wonderful country where—

The nations old on earth Once again are brought to birth.

A striking proof of this assertion is to be found in the famous toast of Commodore Stephen Decatur given at Norfolk, U.S.A., in 1916: "Our country In her intercourse with foreign nations, may she always be in the right; but our country, right or wrong!" This is the most unqualified expression on record of the love of country that comes by nature, and it has been taken as a text for scores of lay-sermons against lingoism (which is a vice, no doubt, being a virtue in excess), or in favour of the Internationalism which, in some of its later manifestations, is anxious to substitute war between classes for war between nations. Even the author of "The Biglow Papers," writing as the Rev. Homer Wilbur, took up his parable against Decatur's challenge, declaring that "our true country is bounded on the north and the south, on the east and the west, by Justice, and when she oversteps that invisible boundary-line by so much as a hair's-breadth she ceases to be our mother and becomes quasi noverca (a stepmother, as it were)." Lowell, however, was a staunch New

Englander, and inherited a double share of that overweening confidence in the individual's judgment of what is just or unjust in statesmanship which has always bred shoals of conscientions objectors to the most righteous wars in Old England. His point of view has never been accepted by the average American, whose Americanism is not a thing to be argued with when the fighting has once begun.

It is easy to show that the American's wholehearted devotion to America, his first love and his last, is illogical in itself. It has the same beautiful absurdity as appears in the conduct of the devout lover who will not listen to a word against the beloved, daughter of earth though she be, with the usual dowry of redeeming frailties. But, as Iowett was in the habit of telling the budding statesmen of Balliol, men are not ruled by logic - indeed, the great nation-compelling motives have always been rooted in unreason, mightily so and mystically. That is why a great war is a great act of mysticism Judged by results, the flaming patriotism of the Americans has justified itself gloriously. It has enabled the community to absorb the most indigestible racial elements. The German remains a German in this country; in America he is nearly

always a stout American, whose loyalty to his land of origin takes the harmless form of a liking for lager-beer, Christmas-trees, interminable sat sages, and Hans Breitmann's ballads. I met an American soldier of German descent the other day who told me he was glad he could talk." Dutch "—for he would be able to tell the eneny just what he thought of the Kaiser!

By E. B. OSBORN.

It is patriotism, beginning at home but not ending there, which has been the driving-force from first to last in the making of modern America The friendly rivalry between neighbouring towns and cities is only equalled by that which used to release so much latent energy in Lancashirewhere, for example, the Rochdale man who found a wife at Bury was said to have married a foreigner," though the two towns are almost within sight of one another. At the present moment all these countless local radio-activities of American life are united in a white-hot determination to smash the military power of Germany once for al!-and the slinker or slacker has about as much chance of surviving over there as a moth would have in the blast of a steel-furnace! The conscientious objector is already extinct there outside the vast cities, where a man can lose himself.

### THE MURMAN RAILWAY.

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#### By E. A. BRAYLEY HODGETTS.

THE importance of the Murman coast and its ice-free bays was not hidden from the farseeing gaze of Peter the Great, that remarkable and frenzied genius who was so anxious to Europeanise his country that he constructed on a swamp, the foundations resting on piles, his famous window to Europe, to which he gave the German name of St. Petersburg, and the building of which was probably one of the most wonderful engineering feats of the eighteenth century. Before that event Peter paid three visits to Archangel, and did much to stimulate the trade of that region. But the first Russians to settle in the Murman came from Novgorod in 1264. Ivan the Terrible, in his wars with Sweden, found it necessary to fortify the settlement of Kola, and had it renamed the Citadel of Kola in 1550.

Peter the Great strengthened this citadel, and had it called the Fortress of Kola. In 1780, however, the Empress Catherine II, had the fortress dismantled, and erected an arsenal and constructed a harbour some thirty three miles from the spot at the mouth of the Gulf of Kola, which was called Ekaterina (or Catherine) Harbour, and where it was intended to make a naval port. This idea was abandoned, and in 1801 we, being at war

with Russia—then, as now, the ally of France—destroyed the harbour. In 1855 we served Kola similarly,

In 1876 the Russian Government reawakened to the economic importance of the Murman coast, and offered inducements to settlers, the most valuable of which was the privilege of importing foreign goods duty free. It was reserved, however, for M. Witte, Russia's great Minister of Finance, who visited Archangel and the Murman coast in 1894, to see the advantages to be derived by Russia from the opening up of this region. At that time the province of Archangel possessed in Alexander Engelhardt a Governor of extraordinary energy and initiative. Thanks to him, M. Witte was impressed with the necessity of bringing this Ultima Thule of Russia into closer communication with the rest of the Empire. As a result of this visit the Murman coast was connected with the telegraph system of Russia, and a railway from Archangel to Vologda was built.

It was, perhaps, natural that Engelhardt should urge the construction of a railway from Archangel and not from Kola; but the great European War opened the eyes of Russia's rulers to the importance of an ice-free port for procuring supplies throughout the winter, and the advantages of the easily accessible Murman Coast were too obvious to be ignored. Thanks to the benevolent influence of the Gulf Stream and the shelter afforded by the mountains, the winter—which last from the end of October to the end of March—is comparatively mild; the sea never freezes, nor are ice-floes encountered; moreover, the remains of the old Fkaterina Harbour were ready to hand.

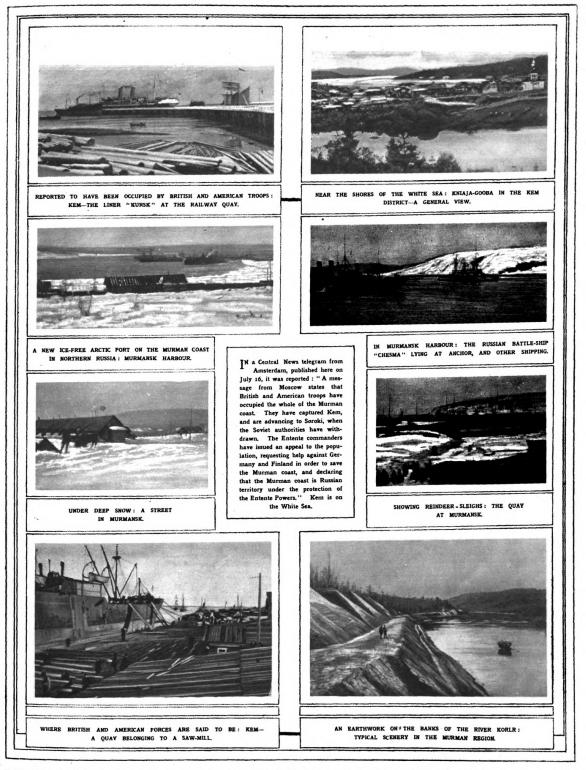
A railway was therefore built, but the engineers encountered nearly insuperable obstacles in consequence of the swampiness of the ground throughout the entire length of the line. Another disadvantage of the country is that, being swampy, it is infested by mosquitoes. These disadvantages disappear, however, in the winter; and it is more than probable that during the summer it may be feasible to connect the various lakes and navigable rivers by canals, thus providing an alternate route. It is, in any case, most satisfactory that we have taken possession of the best part of this new line, by means of which we command the whole of Northern Russia, and may reopen communications with Petrograd and thus assist the Russians to throw off the hateful rule of the Bolsheviks.

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### THE ALLIED LANDING ON THE MURMAN COAST: A PICTURESQUE REGION.



The importance of the Murman coast is due to the fact that the new harbours of Murmansk and Alexandrovsk are free of ice all the year round, as they come within the influence of the Guil Stream; while Archangel, on the White Sea, is frozen over for eight months of the year. Murmansk is a new town that has grown up quite recently at the terminus of the Murman railway connecting it with Petrograd, constructed during the war. The line and the ports thus constitute a vitally important means of communication with Russia, and they are threatened by the presence of the large German forces in Finland. The Murman Railway, which is 987 versts (658) miles) in length,

was begun in March 1915, and completed in November 1916—little more than a year and a-half. It was financed out of Russian State funds, and constructed under State supervision. It touches Kem, on the White Sea, where a new port was made, 8 versts from the town, on Popova Island, and connected with the main line by a branch track. After Kem the line, going northward, follows the shores of the White Sea till Kandalaksha, at the most western point of it. From Kandalaksha the line crosses the Kola peninsula, and reaches Semenova Islands, in the Kola Bay, where a new town, Murmansk, is situated, and which is the terminus of the line.

#### **AIRSHIPS** WAR. IN THE

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By C. G. GREY, Editor of "The Aeroplane."

 $A^{ ext{MIDST}}$  all the glamour surrounding the gallantry of the Allied aeroplane pilots and passengers, the work of the airship crews is somewhat apt to be forgotten. Though undoubtedly less spectacular than that of the aeroplane people, it is none the less of the very highest value to all the Allied nations; and those who are responsible for the design, manufacture, and operations of the airships deserve greater credit than has hitherto fallen to their lot.

At the outbreak of war the Germans were far in advance of any other nation not only in the size and numbers of their airships, but in their experience. Much as one may hate the Zeppelins and all their works, there is no disputing their efficacy. Setting aside their minor operations, such as the dropping of bombs on undefended towns, the Zeppelins did really sound naval work over the North Sea.

As an example, one may mention that the crew of one Zeppelin received the Iron Cross all round for scouting operations in co-operation with submarines, which resulted in the sinking of the cruisers Cressy, Aboukir, and Hogue quite early in the war. And it is said that Zeppelin scouts also enabled the German High Seas Fleet to escape after the Battle of Jutland-or the Horn Reef, as the Germans call it-by indicating the direction taken by the British Fleet which was endeavouring to cut off the German retreat. Such work alone would be enough to justify the existence of the Zeppelins, even if one left out of account the hindrance to transport and to munition production caused by their raids over England, which a member of the Government, Mr. Kellaway, set forth in a speech last year.

To-day the Zeppelin menace, so far as overland raids are concerned, is practically negligible, for aeroplanes and anti-air-craft guns are the masters of the airship. But at sea the Zeppelin is still of high value as a scout for the German Fleet, and to some extent as a guard against submarines. Nevertheless, as an anti-submarine weapon the German airship is somewhat at a discount, except actually in German waters, for a very good and interesting reason.

The Allied Fleets hold the command of the surface of the sea. Therefore, if a British or French submarine espies a Zeppelin, it comes to, or stops on, the surface and opens fire with its guns, which have a far better chance of hitting the Zeppelin than the Zeppelin has of bombing the submarine. The Allied submarine is able to do this because its commander knows that if there are any surface ships in the vicinity they must almost certainly be on his side, and will help him against the airship. On the other hand, if the commander of a German submarine in the North Sea, or the Channel, or the Atlantic, sees an airship, he dare not remain on the surface and attack it, for he knows that if there are any ships within hail they will attack him.

Thus one sees how the command of the surface of the sea still affects the whole course of the war,

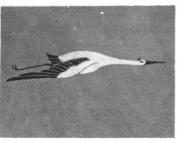
even in its newest manifestation. And it is for this reason that the Allies' airships have been of such immense value during the past two years in which the Germans have waged "unlimited" submarine war.

At the outbreak of war the French had some fairly large airships of the non-rigid type-that is to say, the type with an external gas-bag, instead of the series of small gas-bags inside a rigid frame as in the Zeppelins. The Italians had several comparatively small airships of somewhat similar type; and the British had two medium-sized nonrigids, one a German-built Parseval and the other a French-built Astra-Torres. There were also some small home-made British ships, but they were never used on active service.

The French ships were used largely for land









FRENCH ABROPLANE-MARKS: THE BADGES OF THE FOUR SQUADRONS OF THE STORKS GROUP (LES CIGOGNES)

work at night, and most of them were lost in one way or another fairly early in the proceedings. The two British ships, which belonged to the Navy, did most astonishing work. from the day war began, in August 1914, till near Christmas, the Parseval patrolled the Straits from Sheerness to the French coast, and along the Belgian coast to Flushing, every day. People in the districts over which she passed used to say that they set their watches by her outward One is glad to be able to say that her commanding officer is now reaping a just reward for his skill in those early days, and occupies a high position in the now very large naval airship branch of the Royal Air Force. The Astra-Torres also performed her duties very regularly, and was navigated with great skill. Both kept regular watch against marines, and so safeguarded the transport of the British Expeditionary Force.

Later on, when submarines became more frequent and dangerous, the need was felt for more airships to act specifically as submarine scouts. A proposition was put up to Lord Fisher at the Admiralty by the pioneer of British airships, Mr. E. T. Willows, who had himself built a little airship at Cardiff in 1908-9, and had navigated his second model from Cardiff to London, and thence

to Paris, in 1910-11. This proposition was that a number of small gas-bags should be built in a hurry, and that underneath each should be slung a complete aeroplane of obsolescent type, minus a complete aeropiane of obsolescent type, minus its wings, the gas-bag giving the lift, and the wingless aeroplane the power and navigacing possibilities. Lord Fisher at once saw the utility of the suggestion, as did Commodore Sueter, who was then in command of the Royal Naval Air Service.

A number of these curious little mongrels were built, and, though they were officially called the Type "-or Submarine Scout-nobody in the R.N.A.S. ever called them anything except Blimps," an onomatapæic rickname invented by that genius for apposite nomenclature the late Horace Shortt, of seaplane fame. Somehow, the rotund abruptness of the word seemed to fit the

machine to perfection; and, though the Blimp of to-day is a special brand of its own and a very different thing from its mongrel ancestors, nevertheless it is still so called by the older airship people. The early Blimp was quite fast, and many long patrols were made with the type. Later developments gave it far greater speed and longer range, with consequent increased utility. How many food-ships have been saved in the Channel alone from hostile submarines, thanks to the observation of the ubiquitous Blimp, one would hesitate even to guess; but some day, perhaps, the Airship Department may be induced to overcome its natural modesty and publish figures for some period so long past as to convey no information to the enemy. And the Blimp has a fine record in the Mediterranean and Adriatic as well as in its home waters, for not only did the R.N.A.S. take Blimps

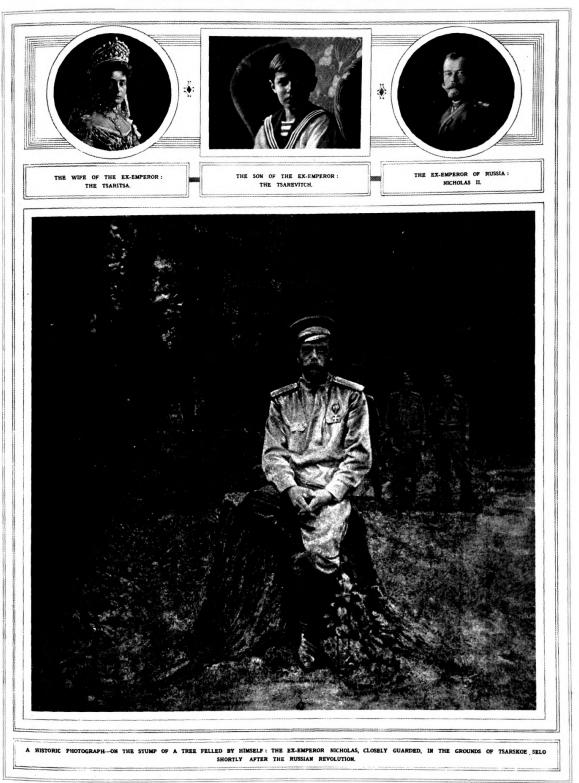
with them to the Levant, but many of these little ships were sent to Italy when that nation joined the Allies.

How great is their success the Germans probably . know better than anyone else, for they know how heavily their submarines have suffered from depth-charges dropped by British airships and by gunfire from surface-craft directed from airships. Also, the good neutral "schipper" who has to run the gauntlet of the Allied Fleet's blockade of the Northern Ocean knows how difficult it is to escape the watchful eye from the air even when the surface-ships have missed seeing him and roping him in for inspection.

The French airships on sea patrols in the Channel and in the Mediterranean have also done most valuable business, besides doing much very clever work over-land in France. The Italian airships have done a surprising amount of bombing of Austrian military objectives far inland at night, and their seagoing airships have also bombed Austrian ports, as well as doing the usual duties of anti-submarine patrols. Therefore, taking it all round, one is doing bare justice in saying that the exceeded airship as a weapon of war has far exceeded expectations, and has proved to be of the very highest value.

### THE FATE OF NICHOLAS II.: THE EX-TSAR; HIS WIFE; AND SON.

THE THREE UPPER PHOTOGRAPHS BY BOISSONNAS AND EGGLER; 4TH, COPYRIGHT OF "THE ILLUSTRATED LONDON NEWS."



At the moment of writing, it seems certain that the ex-Emperor Nicholas II. of Russia, about whose fate there were recently many conflicting rumours, has actually been put to death. A Russian Government message received by the Admiralty through the Wireless Press, and published on July 22, contained the following statements: "Recently Eksterinenburg, the capital of the Red Ural, was seriously threatened by the approach of the Czecho-Slovak bands. At the same time a counter-revolutionary conspiracy was discovered having for its object the wresting of the tyrant from the hands of the Council's authority

by armed force. In view of this fact, the Presidium of the Ural Regional Council decided to shoot the ex-Tsar Nicholas Romanoff. This decision was carried out on July 16. The wife and son of Romanoff have been sent to a place of security." Nicholas II. was born in 1868, and in 1894 married Princess Alix, a grand-daughter of Queen Victoria. The Emperor and Empress had five children, the Tsarevitch and the Grand Duchesses Olga, Tatiana, Marie, and Anastasia. The photograph of the ex-Emperor at Tsarskoe Selo appeared in our issue of August 11, 1917.

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### WORK AND PLAY IN WAR: BRITISH AND AMERICAN TROOP

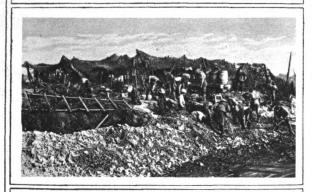
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THE ART OF NOT DRAWING ENEMY SHELL-FIRE: A WARNING NOTICE POINTED OUT BY A CONTROL-MAN.



AT BATTLE-PRACTICE: A MAN OF A MACHINE-GUN CORPS DURB SPECIAL ANTI-AIRCRAFT DRILL.



WITH THE AUSTRALIANS ON THE WESTERN FRONT: THE CONSTRUCTION OF A REINFORCED-CONCRETE SHELTER.



WOMEN CARPENTERS OF QUEEN MARY'S A.A.C. ON THE WESTE FRONT: BUILDING AN EXTENSION TO THEIR WORKSHOPS.



DRAWING UP THE DÉBRIS: NEW ZEALAND ARTILLERYMEN BUILDING AN UNDERGROUND "HOME."



AT A "TANKDROME" ON THE

Something of the extraordinary variety of occupations involved in modern campaigning is illustrated by these photographs from the British and American fronts in Franc fourth photograph in order shows a typical instance of American resourcefulness. The men shown in it had mounted an anti-aircraft gun on the gate of a supply-cart, thus themselves to meet any surprise attack on the part of German airmen. Particularly interesting is the photograph of the women carpenters of Queen Mary's Army Auxilia

# AN NZACS: WOMEN CARPENTERS: A CHINESE ENTERTAINMENT.



### I.—A BRIDGE OF SHIPS ACROSS THE OCEAN.

I DO not remember which American official it was who coined the term which heads this article, but one did, in forecasting America's production of troop- and cargo-carrying ships. I remember, also, that a few days later I saw comment from the German Press. It was laughing, scornful. But was it not a German General who spoke of England's "contemptible little army"?

The "bridge of ships" with which America spans the Atlantic will not be so obvious, but it will be incredibly effective. Already (carrying the figure of speech a little further) more than a million and a half of men have crossed the temporary structure which the great Republic improvised. The ships available made a tonnage insufficient to meet the mighty requirements of the task admittedly confronting the United States—that of carrying across the sea something like five million men, their munitions and their armament, and, later,

keeping 'vast armies perpetually supplied, so that the resources of the European Allies would not be depleted by their friends. And practically all America's yards had to be constructed, practically all her men trained.

When the first shovelful of earth was dug, the greatest of these new yards, close to Philadelphia, forested—a wilderness without buildings, docks, shipways, or railways for the transportation of material. Here, while the engineers made their elaborate plans for an utterly new kind of ship construction, railway workers laid their irons, bar-

rack-builders sawed and hammered, matched and bolted, and dredgers spooned away the bottom of the great Delaware River, so that vessels could bring up material, and the new vessels, later on, could slip into water deep enough to float them. Long before this work was even nearing its completion iron and steel mills in all parts of the country were preparing plates.

America had few trained workers with which to man these yards, but she had armies of trained structural steel-workers, for in America steelbuilding construction has been carried further than it has elsewhere. By the same token, her mills were perfectly adapted for the making of steel beams for buildings, but not for making ships' ribs, strakes, and keel-lengths. So ships were planned which would use structural building steel; and on the ocean at this minute gallant vessels sail whose beams really were rolled for use in some far skyscraper in an inland American town. From all quarters of the compass came standardised plates and beams and furnishings and rigging for these standardised vessels, which at that time existed only in the keen imagination of experts. Oné steel office-cabinet concern began to build ships' lockers to the exclusion of all else. The engine works of the whole land were divided into three classes—one for the building of the mighty power-plants for the hundreds of new ships which soon would sail the sea.

Let us review what has been done. I find the process comforting. Note, by the way, that when I speak of "tonnage" in this article I wish to express the American and not the British meaning of the word. "Tonnage," in the American sense, is dead-weight, not capacity. It is important to remember this.

Since the United States entered the war there have been laid the keels for 546 steel ships, aggregating 3,629,772 tons; for 350 wooden ships, aggregating 1,208,750 tons; for 30 concrete ships, aggregating 105,500 tons. At the present moment there are building in America 293 steel ships, aggregating 1,960,250 tons; 282 wooden ships, aggregating 89,500 tons; one concrete ship of

ONE OF FATE'S BIGGEST IRONIES: THE HAMBURG-AMERIKA LINER "VATERLAND" (NOW THE "LEVIATHAN,"

AN AMERICAN TRANSPORT) ARRIVING AT A FRENCH PORT WITH TROOPS.

The "Vaterland" was one of the fleet of German liners seized in American ports when the United States entered the war. She has been renamed the "Leviathan." and is now employed to bring American troops (of whom she carries 12,000) to fight the Germans in France—one of Fate's biggest ironies.

\*Drawn by Herri Rudais.\*\*

3500 tons. None of these figures include war-ships of whatever sort.

So much for all that has been begun since the commencement of America's war. But there may be some who count a ship upon the ways as a mere promise. What is the record of American ship-promises which actually have been kept? Since the beginning of the war 261 ships of 1,665,943 aggregate tonnage actually have been launched, 73 wooden ships of 260,000 aggregate tonnage actually have been launched, and six composite ships of 23,000 aggregate tonnage actually have been launched. On July the Fourth alone (and these are not included in the previous figures) 95 ships of nearly half-a-million aggregate tonnage slid down the ways, shrieking on the wellgreased timbers as they went-a new Declaration of Independence for the whole wide worldindependence of such relics of the past as Kaiserism.

For the year to come before the next Fourth of July, Charles M. Schwab, Director-General of Shipbuilding for the United States, and head of the American Emergency Fleet Corporation, promises more than 3,000,000 tons dead-weight carrying capacity in actual service. No one ever has known "Charlie" Schwab to break his

word. It is interesting to note that maximum American ship-production, even with the present equipment, will not be reached till March of next year. By that time much new equipment will be in operation. Of that which will be built but fifteen per cent. will be required for troop-transport, leaving eighty-five per cent. for food and supplies of other sorts for all the Allies' armies. They are not likely to go hungry, therefore. Germany has no new Ally to give her men and all supplies. The Russian débâcle must be insignificant when compared to the American apotheosis. For the plans as made contemplate continuous production, steadily augmenting, for twelve years to come. Perhaps the "bridge of ships" may be almost a literal fact before those twelve years end. Certainly before they end, America,

where all supplies for ship-building are natural

products, needing not an inch of ocean-transporta-

tion, can and will give to the world sufficient

By Edward Marshall.

\*

tonnage with which to win the war, and completely rehabilitate the countries which the Hun has devastated.

Consider what has been accomplished in the way of growth. year America had less than 150 slipways, employing only 45,000 workmen. Now she has more than 800 ways, and 325,000 men at work on them under the control of the Emergency Fleet Corporation alone. entirely aside from individual builders-like Henry Ford, who launching "Eagle Boats" with startling speedand entirely aside from naval shipvards, where warvessels are con-

structing with extraordinary rapidity. The certain aggregate of all this building staggers the In the whole United States are imagination. now 398 ship-building ways for steel ships. Estimate the minimum production for each way at one ship of but 5000 tons per year—which, of course, is quite absurd. That alone would give the country quite two million tons of new steel shipping annually. The launch of the Tuckahoe in fifty-five working days indicates a speed much more than four times as great. Four times two millions! Alas, poor German submarine! In the meantime, naval builders are working with speed and energy. I have told about the Ford performances. At the Mare Island Navy Yard the Government is building torpedo-boat-destroyers one in every seventeen-and-a-half days.

While the submarines were working on the New Jersey coast a fisherman broke suddenly into violent laughter on one of the patrol-boats. "What are you laughing at, you idiot?" the First Officer inquired. "The Kaiser," said the seaman. Was he wrong? For each of the 23.331 tons destroyed during the six days of that mad and unexpected raid, five tons were launched in the same period—to be exact, an aggregate of 144.500.

## Marshall.

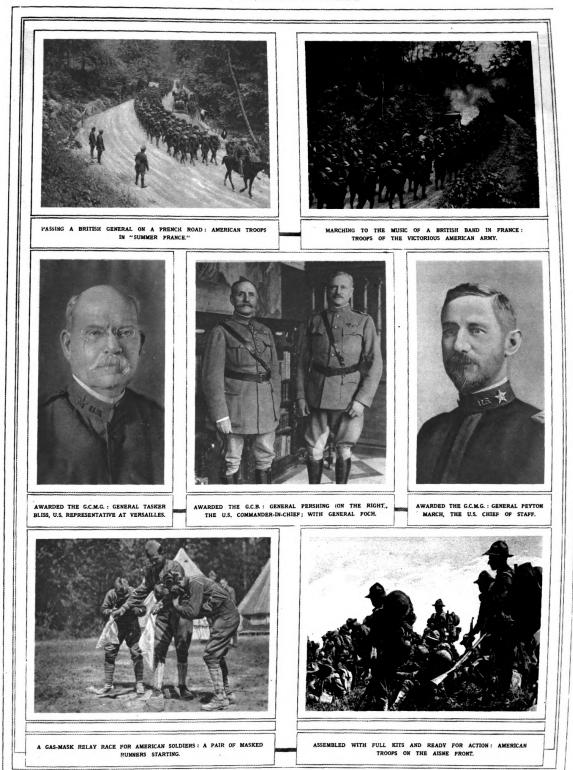
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## HONOUR WHERE HONOUR IS DUE: AMERICAN TROOPS AND LEADERS

BRITISH, FRENCH, AND AMERICAN OFFICIAL PHOTOGRAPHS.



The splendid exploits of the American troops at various parts of the Western Front, notably in their counter-attack on the Marne, and later, along with the French, between that river and the Aisne near Soissons, must certainly depress the hopes of the enemy. The Germans do not now, if they ever did, regard the United States troops as a negligible factor in the war! The honour felt in this country for the magnificent American armies has been fittingly expressed by the King, in his award of the Grand Cross of the Order of the Bath to General Pershing, and that of the Order of St. Michael and

St. George to General Peyton March and General Tasker Bliss. These decorations to their gallant chiefs are symbolic of British feelings towards every man in the armies of the United States. As regards the photograph of the gas-mask relay race, it should be explained that, on the word "Go!" the runners don their masks with all possible speed, then seize a handkerchief, run, and tag the next runner in the relay, who, in turn, must put on his mask before he starts to sprint. The race stimulates speed in adjusting gas-masks, a matter which in a gas-attack can save many a soldier's life.

## IN BATTLE ON THE BRITISH WESTERN FRO

DRAWN BY R. CATON WOODVILLE FROM

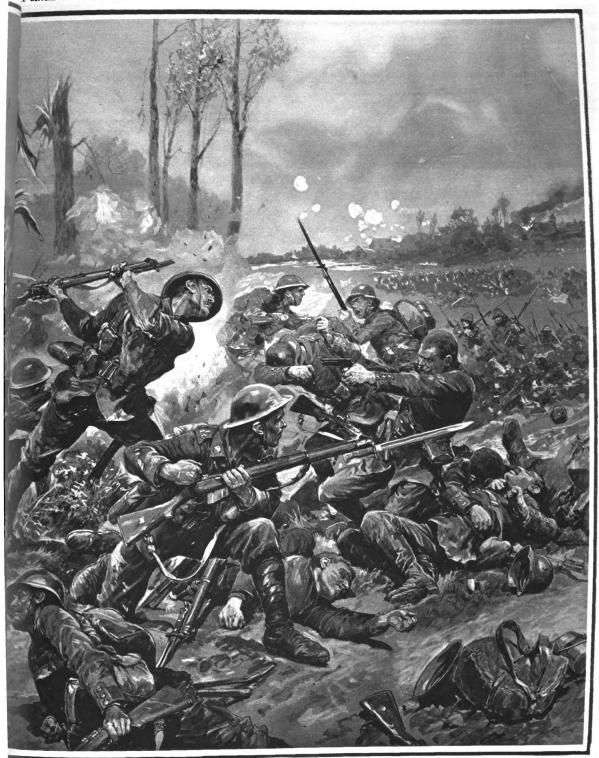


GRENADIERS, COLDSTREAM, SCOTS, IRISH, AND WELSH GUARDS FIGHTING SIDE B

The Guards' fighting-record in the war stands out among the foremost for deeds of heroism, and there has not once been any falling off in the quality of their surpassing feats of arms—nor is there likely to be. This picture shows one of the latest incidents: the gallant stand and charges of the Guards in battle between Hazebrouck and Estaires. It illustrates a noble story. The Guards came out of the action much "cut up"; but not one was made prisoner, none had surrendered. They held the ground all day against great odds and fought standing, or charging the enemy. One young Lieutenant, for example, charged all day with mere handius

## THE GUARDS ADD TO THEIR LAURELS.

Com to L Supplied BY AN EYE-WITNESS.



DE AGAINST GREAT ODDS: THE STAND BETWEEN HAZEBROUCK AND ESTAIRES.

of men—about twenty times in all. He was one of the few officers who remained unwounded at the close. He did not receive even a scratch. All the regiments of the Guards were represented in the brigade engaged: Grenadiers, Coldstream, Scots, Irish, Welsh. A Lieutenant-Colonel of artillery, who watched the fighting through a strong telescope, which brought it under his eyes as though it were taking place barely a hundred yards away, said of the Guards' battle that day that "it was he finest thing he had seen—and he had served in France all through, since 1914."—[Drawing Corpyrighted in the United States and Canada:]

# SCIENCE JOTTINGS





M OST of us, think of the British Empire in terms of continents; forgetful of the small fragments thereof which, a part

of our inheritance, lie scattered over the world even unto the confines of the bleak and blizzard-swept Antarctic. As "possessions" we probably held these as negligible, or even not really worth holding. But the war has changed, or rather, enlarged, our standards of valuation, causing us, for the first time, seriously to overhaul our resources.

One of our most urgent needs was, and is, glycerine for high explosives. As the need for these became more

and more pressing, it became necessary to tap new sources of supply; and these were found in the whale-oil which, for some years past, has been obtained in vast quantities by Scandinavian whalers in the fat South. Happily for us, we controlled. by right of territorial possession, practically the whole of the shore whalefishery of the Antarctic seas, including the coast of the Antarctic continent west of the Weddell Sea. Hence we had but to enforce our unquestionable rights to make all whaling licences issved by us contingent on the sale of the oil obtained, during the war, to us. What this means may be gathered from the fact that by the beginning of 1917 we had succeeded in obtaining no less than 660,000 barrels of this precious oil. This we obtained at about

£37 per ton, while Germany had to pay about £300 per ton for such small consignments as she could obtain from Norway, or elsewhere. We had, in short, the command of the world's supply of this commodity.

We owe this treasure to the enterprise and daring of our forbears, who explored the ends of the earth, and hoisted the British flag over the most seemingly worthless and insignificant islands. The barren, snow-covered, wind-swept island of South Georgia is one of these. This island—the first known Antarctic Island-was added to the British Empire in 1775 by Captain Cook. Until the last few years it meant little or nothing to us. It is now the chief centre of the Antarctic whalefishery. Inhabited only by vast colonies of pen-guins and elephant seals, till the foundation of the whaling industry there, it is still only a barely

OUTLIERS OF OUR EMPIRE.

possible place for human habitation; and when the whales are all killed out, as they are like to be, it will revert once more, in all probability, to its former desolation.

Our needs, the needs of humanity at large, are desperate-thanks to the Hun-and hence during a recent season no less than five thousand whales have been taken and disposed of on this one island. They are killed at sea, and brought to the island to be converted into oil, guano, and material for cattle-food. The most valuable of

The oil of the sperm whale. the pre-war days, was more valuable than that of the rorquals, largely because of its properties as a lubricating oil; but it yields no glycerine; hence, for the moment, enjoys comparative rest from the whalers, hen South Georgia has been thoroughly When surveyed it may proved to yield yet other sources of wealth. But even if this is not the case, its whale fisheries, if properly organised and regulated, as they must be after the war, will make this hitherto neglected territory well worth the having. And in the near future we shall probably

find unexpected treasure in the vast stretch of

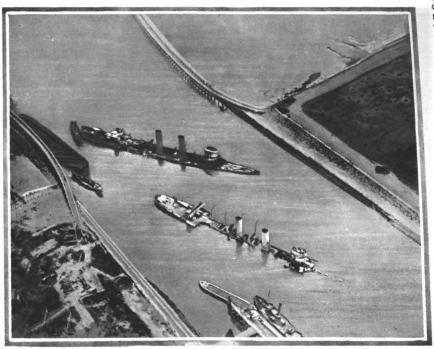
the Antarctic mainland which we annexed but a

tew years Germany evidently fully appreciates the value these, at first sight, useless, uninhabit-able cutliers; and hence her anxiety to get a footing in Spitzbergen; more especially since it is known to possess valuable stores of coal. But her de-

signs in this quarter are not likely to bear fruit; for already Norway and Sweden, Great Britain, and the United States, have established rights there, and we are not likely to tolercomplacently the prospect of German "peaceful peaceful penetration" in this quarter.

Until comparatively recently, South Georgia has been, so to speak, an investment which has paid no dividends. Now that it has proved a small gold - mine, other nations are beginning to contemplate staking claims for such other islands

as we may have left for further consideration. Our ally, America, for example, has claims upon Heard Island, in the Indian Southern Ocean, since it was discovered, long years ago, by an American, and for years only Americans lived on its wild coast, for the sake of shipping cargoes of sea-elephant oil to New England ports. It is to be hoped that this claim will be speedily made good, to save squabbles in the future. Since Kerguelen Island, the nearest land to Heard Island, contains coal, it is probable that Heard Island will be similarly furnished, which, in view of the coming world-battle for coal, will make this island a valuable property. It would seem as if the Monroe Doctrine is condemned to die a natural death. And in this event, the Philippines may be retained with a clear con-W. P. PYCRAFT.



ENEMY EVIDENCE OF THE BLOCKING OF ZEEBRUGGE: A CAPTURED PHOTOGRAPH-TAKEN BY A GERMAN AIRMAN. AND NOW ON VIEW AT THE PRINCE'S GALLERIES.

This remarkably interesting photograph shows how two of the three British block-ships attained their objective at Zeebrugge, being blown up and sunk at the mouth of the canal. The photograph, taken by a German airman, came into the possession of the First Lord of the Admiratty, Sir Eric Geddes, who presented it to Lord Beaverbrook, Minister of Information. It has been enlarged and coloured, and hung in the Ministry of Information's wonderful Exhibition of Naval Photographs at the Prince's Galleries, in Piccadilly. all the whales obtained there is the Hump-back.

And, owing to the ease with which it can be approached, it is probable that by the end of the war this species will be practically extinct-at any rate, in the Southern Seas. It is to be hoped, however, that a remnant will escape, for it is one of the most interesting species among living whales. One of its chief peculiarities is the enormous length of its breast-fins, or "paddles," which are further remarkable from the anatomist's point of view. The most numerous, however, of the whales in these forbidding seas are the Common Rorqual, and Sibbald's Rorqual; the latter attains the prodigious length of over one hundred feet, which makes it the largest animal which has ever lived. Sibbald's Rorqual is met with also in our own seas, but with us it never exceeds a length of ninety feet.

#### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

Photographs by Leaman, Parks Press, Elliott and Fry, Rudeni, Bordp, Lapayette, Walter Barnett, Lambert Weston, Dron, Bassano, Sport and General.



## The Seizure of Kirkuk: A Place of "Dominating Importance" in Northern Mesopotamia.



SEEN FROM THE SOUTH, ACROSS THE RIVER: KIRKUK, A KURDISH CENTRE, WITH ITS BRIDGE (THE NEAREST ARCH BLOWN UP).



IN THE VICINITY OF KIRKUK: THE KURDISH GRAVEYARD AND PHALLIC MONUMENTS AT TUZ KURMAHLI.



IN KIFRI DURING OUR OCCUPATION: TYPICAL BUILDINGS

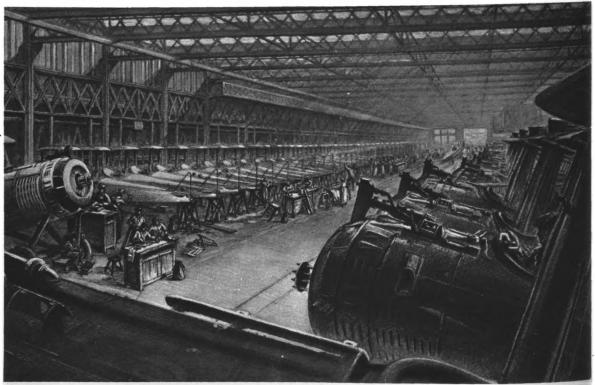
Kirkuk, a Kurdish town 185 miles along the road between Baghdad and Mosul, on the eastern side of the Tigris, was the scene of a smart piece of work by the advanced guard of the right wing of General Marshall's forces early in May. The place, a Turkish advanced magazine depôt, at that time considered by the Turks of "dominating



NEAR KIRKUK: A TOMB NEAR TANG, ON THE KIFRI-KIRKUK ROAD.

importance," was occupied, and, by a further stroke, the enemy was driven back across the Lesser Zab River four days later. Large magazines of Turkish and German military stores were found in Kirkuk, and cleared out by our troops. Our men, after holding Kirkuk and the line of the Lesser Zab for five weeks, rejoined the main British force.

## A French Aeroplane-Factory: In the "Grand Hall"-Finishing Processes.



COMPLETING PROCESSES BEING CARRIED ON IN GRADUATED STAGES SUCCESSIVELY AND SIMULTANEOUSLY: AT WORK ON SECTIONS.

The illustration shows the interior of the so-called "Grand Hall" of a large French workshop at an aeroplane-factory, with an immense array of new 'planes undergoing finishing stages in various completing processes. The work-people—largely women—are seen busy, and the arrangement of the 'planes in the "shop" is such that a number of

FROM A DRAWING ON THE SPOT BY MAXIME CIZALETTI. COPYRIGHTED IN THE UNITED STATES AND CANADA.

the finishing stages are being carried on by graduated sections of workers successively and simultaneously. The assemblage of the parts and framing composing the fuselage, and the fixing of the wing bracketing, for instance, are going on along the left side. On the right side the workers are mounting the motors on board.



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#### LITERATURE.

"For Dauntless
France."

is France "(Hodder and Stoughton)

to the end of 1917 by Britain for the French wounded
and the sufferers in the invaded territories. This service,
described by the author as "a labour of love, a gift of

WHERE MEN FROM THE EAST AFRICA WAR-ZONE AND ELSEWHERE RECÜPERATE—AT A DURBAN (NATAL) REST-CAMP: A COOK-HOUSE STAFF AND MULE-TEAM OUTSIDE THE COOK-HOUSE.

friend to friend," ought, he says, to be known, and the budget of it could not have been compiled with a more admirable painstaking or in a more sympathetic spirit than we find in this volume. The actual record covers four spheres of activity. First, there is that of the convoys, or ambulances, in which are surveyed the little companies of English-driven grey Red Cross cars along the hundreds of miles of the French front, from the dunes of Flanders to the fire-scorched heights of the Meuse, driving the wounded to train and hospital, or going up to the posts where the guns are flashing and destroying. Next come the hospitals, the story of which is told not in terms of general approbation, but in lucid detail which enables the reader to mark down both place and date of service. Thereafter the work in the canteens and of relief in the devastated zones is similarly followed. This record proper is introduced and closed by sections of comment and personal impression, and the thick volume—it runs to

close on four hundred pages—is completed by a useful statistical index, and lists of war-hospital supply depots for France in this country, and of British subjects—some 7500 are named—who have gone abroad on French behalf for Red Cross and kindred war work. The documentary character of Mr. Binyon's book is here insist-1 on because, while these details are precisely what required to be brought into it, their so careful compilation might not

naturally have been expected from one of his particular literary gifts. It has been done in a spirit of devotion to the service and its object. France, which receives recognition in M. Cambon's Preface.

But, having praised it for its usefulness and faithfulness to its text, we can commend "For Dauntless France" no less for the fine sense and far reach of its comment on the relations between the two great nations which this war-work has discovered and renewed and developed—and,

we may hope, bound with fresh fraternal ties. That comment runs like a shining thread through the whole record, and is worked out in the beautiful little terminal, "A Thought for the Future:"

#### " Japan Moves North."

Every well-informed book on the politics of the war

increases one's sense of the magnitude of its issues. It is so with "Japan Moves North" (Cassell), in which an American, Mr. Frederic Coleman, addresses himself to the question: "Should Japan go to Siberia?" He answers it in the affirmative, his argument, when briefly summarised, running as follows: The Russians in Siberia are better developed politically than the people of European Russia. Their broader outlook makes them less vulnerable to the assaults of pernicious doctrines. A Prussian scheme is afoot for organising an army in Siberia

from the prison camps. On the other hand, there are some 350,000 Russian soldiers there, and, though soaked in German propaganda, they are not unpatriotic, and a section of them at least would fight. If, therefore, her soldiery were

sent to Siberia to take over Vladivostok, and the Trans-Siberian Railway at least as far as Irkutsk, as an educative mission, Japan would be intervening in the interests of a responsible world settlement. And this, in Mr. Coleman's opinion, Japan is prepared to do. It will best suit her own cards to play the game in Siberia. Only by doing so can she take a high place among the nations. An open and above-board policy alone can give her the national security which her statesmen realise depends on alliance with seapower, increase the scope of her industrial development, and allay the suspicion in which she is held.

The author, it will be seen, does not rate Japan's motives too high. She is not a democratic Power, nor are her most influential leaders possibly believers in democracy. But she is astute, if solely material, and at present is well led; therefore, as Russia cannot save Siberia—which, nevertheless, must be saved—from the Hun, let Japan take on the job, in which there is a fair chance of her succeeding. Such seems to be the argument of Mr. Coleman, who has observed the situation in Siberia during



THE ONLY UNION JACK WHICH FLIES ALL THE YEAR ROUND: ON THE RUINS OF THE HISTORIC RESIDENCY OF LUCKNOW, WITH ITS SHELL-HOLED WALLS STILL STANDING.

Tennyson's famous lines on the Defence of Lucknow are strangely in point in the present connection: "Ever upon the topmost tower the Banner of England blew."

the Russian Revolution, and discussed it with persons of all shades of opinion in Japan thereafter. His conclusion is not reached without facing the difficultier notably the intense distrust of Japan in Siberia itself.



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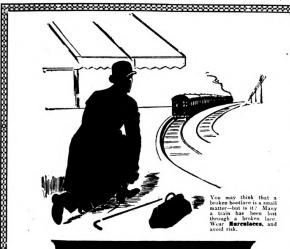
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#### LADIES' PAGE.

 $E_{
m mottoes}^{
m QUAL}$  pay for equal work" is one of the standing mottoes on the "feminist" banner, and the concrete demand is now being urged by the most compact and distinctive body of women workers that we havenamely, the women public elementary school teachers. The men teachers do not want the women to have it; in their trades union, of which both sexes may be members, the men teachers have proved strong enough to the demand of the women for equal pay, so far as their opinion counts. It is not easy to see why they should thus object. The wiser trades unionists generally perceive that a great check on the employment of women to demand that they shall always receive equal pay with men. The passing of the Education Bill in the House of Commons was then made an opportunity to urge this principle upon Parliament, but it was there rejected. No valid argument was offered against the proposition; but the Minister in charge of the Bill urged that, before ordering local education authorities to give what would amount to a considerable rise in the salaries of women, the Government itself must show the way—the women Civil Servants must first be given equal pay for equal work with the men. Finally, the London County Council was approached by the women teachers in its employ with a large petition for a rise in the women's salaries so as to make them equal with those of male teachers. The County Council have refused the request, on a Committee's report that the women assistant teachers in the London schools get an average salary of just under £200, with provision for an annuity at a certain age of £128. Moreover, they add, there are posts available for one in every ten of the women teachers carrying salaries ranging from £300 to £450 a year. The Council observe that "there is no other occupation employing nearly 12,000 women at anything like such rates of payment," which is certainly perfectly true. And as these salaries are wholly provided from the rates and taxes-which have to be contributed to by the single working women with salaries smaller by far than those of teachers, and by middle-class parents who are also bearing the cost of the education of their own families themselves—it is praiseworthy for a public body to stand firm against all unreasonable demands for rises in the pay of their employees, both men and women

I know of but one valid argument against "equal pay for equal work," and that is that the salary or wage of a man has to be based upon the assumption that he will marry and maintain a home. His money, you see, must suffice to cover the maintenance of a woman and children.



A HOME DINNER-GOWN.

This is made of jade-green georgette, both colour and material being very popular just now, and has cream lace about it. There is a short train at the back.

To make this a fair argument, the men who do not actually undertake to "raise" a family ought to be taxed extra for the benefit of the women whom they have not married the poor elderly spinsters! There is one instance of a man seeing this for himself. After the great San Fiancisco earthquake, in which thousands of women lost all their possessions by fire, a wealthy bachelor of the State volun tarily taxed himself a very large sum to supply a complete tarily taxed inhibited a very large sum to supply a complete new wardrobe to several hundred women, giving as his reason for this novel benefaction that he felt himself responsible to society for the fact that he had never provided for a wife and daughters of his own.

Corsets are a necessity! Yes, the fact is proclaimed by the Ministry of Munitions! They have decided to release no less than fifteen hundred tons of steel to make busks, as it has been proved to the satisfaction of the august authorities that women cannot work properly at munitions unless they may have corsets. As far as the girls are concerned who have been brought up to encircle their bodies with a stiff support, this is probably quite true. If a little girl be put into corsets, and brought up con-tinuously so confined, the muscles that should support her upright form will actually never be developed. I know a girl who was brought up without ever wearing any sort of stays; she has a beautiful figure, and remarkable health; she has often set out from the family home in Surrey and walked twenty-five miles to breakfast with her (ather at his London chambers; she holds the N.S.A. official certificate of having swum a mile without one stop, and so on. This young woman simply cannot now wear corsets, even occasionally, because her naturally developed muscles, like those of the Venus of Milo with her twentyseven-inch waist, fight with the steel and whalebone, and finally, after a painful contest, make bulges here and there in the stiff, straight garment! If the women of the future are—as there is reason to expect—to work hard for a living, they had better be brought up to rely on their own natural perfect development rather than on steel-andnatural perfect development rather than on secterand-whalebone-stiffened garments. The present fashion in costume, hanging chiefly from the shoulders and made all in one piece—coat-frocks, one-piece robes, jumpers— does not in the least need corsets; and if this fashion really be maintained and the next generation of girls could be maintained, and the next generation of girls brought up without artificial support—as surely Nature intended- they would never need any such thing, and would be enormously the stronger in physique and the healthier in function therefore. But the women of the present day, for the most part, were not so brought up—hence fifteen hundred tons of good steel have to be spared from making shells to brace up their undeveloped forms.—FILOMENA.

## GAMAGE'S MESSAGE THE AMERICAN EXPEDITIONARY FORCES.

I Since the first day of the world war, the energies of this great business have been devoted to the service of the fighting men.

It has been our aim to provide them with everything of the best, and at the same time to do so at the lowest possible prices.

I There are other Military Stores where you may obtain good quality, and others also where prices may seem low, but at GAMAGES you will receive advantages of Quality and Price in an unrivalled degree.

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The Cameron Safety Self-Filler has taken its place in the front rank of Fountain Pens-it is the pen that le

No pen is so convenient—when empty just put in any ink-bottle and press the bars. No filler to find, no special ink-bottle to search for.

There is a nib to suit every individual style.



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#### THE PLAYHOUSES.

"THE TITLE." AT THE ROYALTY.

FOR two out of the three acts of his new play, Mr. Arnold Bennett gives us brilliant art and delightful satire on a topic that always lends itself to satirical treatment. If only he could have kept up the standard, we should have had what we have been so long hoping for on the English stage—a true specimen of modern comedy. Mr. Bennett's choice of subject is apt to the hour; he deals with titles, and the persons who want and do not want such honours. And the idea running through his play is as amusing and acceptable as the clever dialogue which adorns it: that idea is that it is the women rather than the men who keep the honours list going.

His Mr. Culver, for instance, has no wish for a baronetcy; the acceptance of any such thing is dead against his principles; it is his belief that titles are only given to conciliate interests, win votes, or party funds; he has no ambition to be bracketed with

the nonentities or worse, who he knows are to fill the latest list. And his children—thoughtful, ultra-modern youngsters— are in full sympathy with his views. But Mr. Culver has reckoned without his wife—a fluffy-brained, but self-willed woman, who that a title, like champagne or high heels, is worth suffering for, and does so long to be "my-ladied" by her parlour-maid. The duel between husband and wife is maintained with admirable spirit. But at length the playwright's inventiveness seems to have failed him; he appears to have found a difficulty in getting his story to a close; and so he makes the mistake of introducing a new character, in whom it is impossible be interested, and dragging in with him complications tedious rather than entertaining.

Still, let us be glad to get even two-thirds of perfection, especially as the acting, at any rate, does not fall short of being perfect — Miss Eva



REQUISITIONING HORSES IN THE NORTH OF FRANCE TAKING HIS HEIGHT .- [French Official Photograph.]



REQUISITIONING HORSES IN NORTHERN FRANCE: A GENERAL VIEW French Official Photograph.

Moore, in the role of the maddening wife, achieving a Moore, in the rote of the managemy was, achieving a masterpiece in middle-class portraiture; Mr. Aubrey Smith showing inspiration with the smile with which his Mr. Culver hears himself styled "Sir Arthur"; Miss Joyce Carey and Mr. Leslie Howard representing youth of to-day with convincing naturalness; and Mr. Nigel Playfair doing wonders even with a creature of burlesque

#### A NEW NOVEL.

" The Fire of

We know what happens to a fire of "The Fire of Green Boughs." green boughs, and it must be said that Mrs. Victor Rickard's novel

shows a tendency towards bearing out its title. The shows a tendency towards out and the land book does not sparkle, neither does it blaze. Mr. Rickard is, perhaps, too near the subject she has chosen. This is the first book brought to our notice chosen. This is the first book brought to our notice that begins its action not only during the war, but a couple of years after the great conflagration was started. It contains a war-time lady clerk, who finds the head of her office a soulless bureaucrat not above

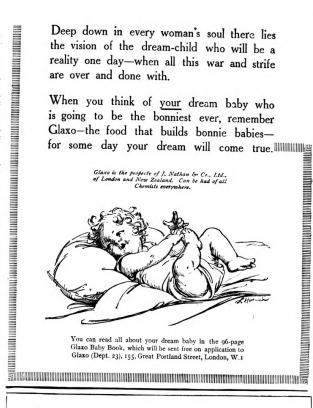
acting on the advice of an anonymous letter or grinding the faces of the poor.

The soldier-priest who, having been wounded, takes orders and preaches burning words gregation sees "the indifference and callousness of old age upon the people," and age conquers "with a completeness which turned his heart Dominic's conclusions appear sick." to us to be as short-sighted as they are confident; but Mrs. Rickard backs him up. We liked the story better when it left London and the lady who fainted in an air-raid, and passed to the coast of Ireland, German submarines, and Sinn Feiners. Here "The Fire of Green Boughs" (Duckworth) introduces quite a new situation. What it is we will leave the curious to discover for themselves. Meantime one may say that the story has the attraction the unconventional, which is one of the factors of popular success.





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THE prices of Delta War Time shoes are fixed by the Government. Lace shoes, Oxford and Derby patterns, now cost 19/- a pair, laces extra, but most of the shops appointed to sell Delta still have a few pairs at the original price, 18/- a pair. These, in conformity with the Delta rule, will be sold at the prices stamped on the soles and are undoubtedly a bargain, for when they have been cleared all Delta War Time shoes will cost at least 19/- a pair.

least 19/- a pair.
These War Time shoes are made on the same lasts and are just as comfortable and good-looking as Lotus Ltd, Stafford
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Delta Nos. 140 and 170, and are recommended to those women who usually wear Delta lace shoes, which are now in short supply.

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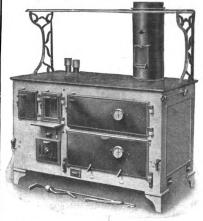
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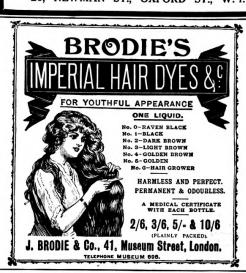
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## THE CHRONICLE OF THE CAR. a more or less vague feeling that perhaps they may be

Four Months' Petrol

assisting towards winning the war; but, on the other hand, it is just as likely they are born of mere caprice or a to a letter from Mr.

Walter Long express for the Army. ing appreciation of the spirit in which the motoring com-munity has accepted the restrictions imposed upon the pursuit of automobilism. Since I wrote it has been allowed to transpire, without any exact figures being given, that the saving of motor-spirit effected by the restrictions during the past twelvemonth has been equal to a volume sufficient to supply the whole of the needs of the British armies in France for a period of four months. I certainly think the Petroleum Executive are to be congratulated upon having vouchsafed this item of information. As a rule, we are not, on the whole, given to the practice of reasoning out the why and where-



TAKING CONVALESCENT SOLDIERS FOR A DRIVE: MRS. SYDNEY POWELL. Mrs. Sydney Powell, who has just returned from the Balkans, where she has been driving a motor ambulance on the Serbian front, is seen in our photograph taking wounded soldiers for a drive. Before the war, Mrs. Powell

simply accept them because they are imposed, and with

was a participant in motor-driving competitions, using principally a 10-h.p. Humber car, or a "Humberette." fore of restrictions on our personal liberty of action-we bureaucratic desire to assert authority. I know that in many quarters the aforesaid restrictions have been regarded

as vexatious and as going far beyond the necessities of case; but when the actual facts, as shown in the statement I have quoted, are made available, we are

who control their use may see that it would do no one any

to see what a really important bear these petrol restrictions have on the aduct of the war. At some later stage may be told the actual amount saved millions of gallons, which will very great millions of gations, which will very great add to the interest; but even with those figures it should be a matter; intense satisfaction to the motoring con munity to know that the sacrifices it has the been of section materials. made have been of such material assist ance in this time of emergency. There is just one remark to be made in this connection, which is that, now it is known how great a saving has been effected in the sacrifice of the convenience of the private motorist, the users of Government vehicles (who are not always as careful as they might be in the matter of unneces sary use) may be impelled to assist in the campaign of economy; or perhaps the authorics

Watchmakers. Established 1851. ALARM

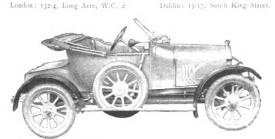
## PRIDE

-ours and yours. 

It is a matter of pride with It is a matter of pride with us that we are able to help the country by directing all the resources of the Swift factory to war work. If We have not, however, lost sight of the fact that after the war the Swift car will have to compate, in point of white and the Swift car will have to compete in point of value and price with many cars which will embody the war - time experience of their makers.

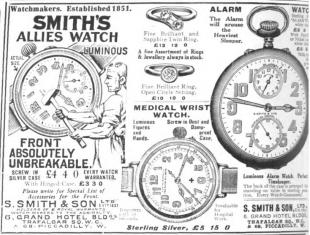
[I We also are gaining war-time experience, the value of which will be offered to every Swift owner when we are again able to build cars for private use, so that cownership of a Swift will be a matter of pride in the coming days of peace as in the past.

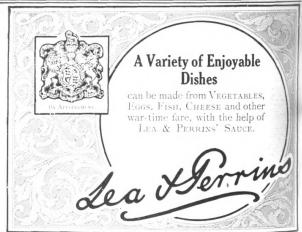
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## PRIORITY LIST?

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During Summer Heats

## WOODWARD'S GRIPE WATER



## МО

Picnic Lunch is complete without the dainty free running

Cerebos SALT

and the state of t

harm to screw things down a little tighter. Undoubtedly there is still a great deal of petrol wasted in the Government services, as anyone who has eyes may see for himself.

conditions under which the tests were carried out, or given than pure alcohol. They are certainly condiwhether the engine was one specially designed for alcohol or alcohol mixtures. However, the figures are mixed with alcohol.

save as to the value of benzol, either alone or when

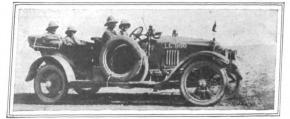
Extraordinary German Fuel Figures.

Apparently the shortage of petrol in Germany has directed a great deal of attention to alcohol and

alcohol-mixtures for the purposes of motor traction, and some extraordinary figures relat-ing to tests of these fuels have just reached this country. According to these figures, a car using petrol averaged a distance of 5.8 kilometres per litre. On pure benzol, it travelled 7'1 kil. per litre; propelled by a 50 per cent. mixture of benzol and alcohol, the consumption was a litre to 7.5 kil.; one-third benzol to two-thirds alcohol gave a result of 7/2 kil. per litre; on 25 per cent. benzol to 75 per cent. alcohol the car ran 7 kil. to the litre. Other tests gave the following results: one-fifth

cent. alcohol the car ran 7 kil, to the litre.

Other tests gave the following results: one-fifth benzol to four-fifths alcohol, 66 kil; one-sixth benzol to five-sixths alcohol, 6 kil; and pure alcohol, 5 kil per obtained for our discusse that petrol stands last but one on the ducting trials with twenty goods-carrying vehicle. litre. Unfortunately, no particulars are available as to the



ON THE SHORES OF THE DEAD SEA: A VAUXHALL STAFF CAR.

Complete satisfaction is being given by Vauxhall cars in the fighting areas. Our photograph shows one of these cars at what has been described as "the lowest spot on earth," 1290 feet below sea-level.

On more than one on

High-Pressure

Gas-Containers.

Gas-Containers, opinion in these notes that the real future of gas-traction depended on the evolution of a light high-pressure ontainer in which the gas can be safely ompressed to at least 120 atmospheres. The content cumbrous devices which are in present cumbrous devices which are in use present cumbrous devices which are in use are no more than makeshifts which will be ruthlessly scrapped when petrol is available again; and, unless the gas-traction advocate have nothing better to give us at the end of the war, gas will revert to its pre-war uses. Apropos, the Gas Traction Committee announces that it has made arrange-ments with the Commissioner of Police for the issue of twenty licenses for motor-

list in efficiency, being only slightly better in the results similarly propelled.







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THE CONTRACT.

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# THE ILLUSTRATED

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SATURDAY, AUGUST 3, 1918.

ONE SHILLING.

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THE LAST TEST FOR MACHINE-GUNS BEFORE GOING TO THE TRENCHES: FIRING INTO A BANK.

All machine-gunners treat their guns as though they are human beings; and the greatest care imaginable is taken of them, in and out of action. The last act of a machine-gun officer before setting out for the trenches is to overhauf and test his guns. As one

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS. COPPRIGHTED IN THE UNITED STATES AND CANADA.

## WAR SIGHTS AND SCENES FROM THE WESTERN

PHOTOGRAPHS Nos. 1, 3, 4, AND 9, FRENCH OFFICIAL;

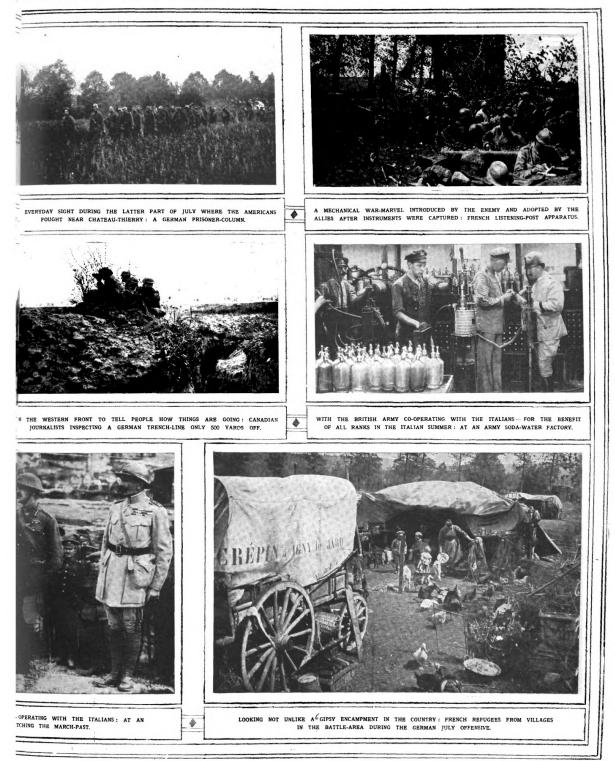


Chalons-sur-Marne, where the Hospital of the Holy Cross, the garden of which is seen in the first illustration, has its locale, was, according to official papers, found on German prisoners, by Ludendorff as one of the first objectives to be gained during the earlier moves of the German Offensive in July. General Foch's brilliant defence measures prevented their read and his counter-offensive has driven the enemy away. Chalons was where Attila and the Huns were defeated. It was the Aldershot of France during the Second Empire, and Marshal MacMahon started on his fatal flank march to Sedan.— Apropos to the third illustration of one of the many batches of German prisoners taken by the Americans it victorious fighting near Chateau-Thierry, and the region between that ill-used town and Soissons to the north, it is interesting to note that, in the papers of July 30, the announcement

## MALIAN FRONTS, AND PALESTINE: CAMERA RECORDS.

~ t. .

AND 11, BRITISH OFFICIAL; No. 7, CANADIAN WAR RECORDS.



made of additions to the prisoners taken by the Americans from the famed Prussian Guard, the Fourth Division of which the Americans held up and handled very roughly at Sergy, near Fêre-m-Tardenois, "inflicting on them severe losses."——The field "Lister': apparatus, with electric mechanism and gear and its bell-mouthed trumpet-shaped instrument in the fourth illustration, is one of the war-introductions. It was, apparently, originated on the German side, and the first set of instruments installed in the trenches by the enemy was for some time the cause of considerable disquietued to the French and ourselves. On several occasions verbal arrangements for attacks, etc., made quietly by officers in the trenches and hept a close secret, proved to be known to the enemy, with more than once consequent unfortunate results. Then a listening machine was captured, and its marvellous powers explained matters.



#### By G. K. CHESTERTON.

I HAVE never pretended to reverence for the ideal modern peace-maker, wearing the white feather of a blameless life—or rather, of a bloodless life. For there are two ways of being bloodless—by the avoidance of blood without, and by the absence of blood within. Nor do I conceal a doubt of whether we can ever, with literal certainty, make mankind bloodless in the first sense except

ON THE BRITISH WESTERN FRONT: DRILLING FOR WATER
IN THE SOMME AREA.

After the chalk has been broken up and mixed, with water, into a cream, this heavy cylinder, or "bailer," is lowered into the hole and brings up broken bits of chalk and creamy sludge, which is here seen emptied on the ground. Lengths of pipe are then forced down, to prevent the upper loose chalk and earth from falling down the bore-hole,—[Official Photograph.]

by making it bloodless in the second. Our chief reason for wishing the Allies to secure the prize, for which they have already paid in blood, is the certainty that far more blood would be shed after losing it than after winning it. There is, however, another truth involved in the image which is hardly anywhere adequately noticed. The old truism says that blood is thicker than water; and in any case no good is done by the mere thinning of blood. No good is done by the mere dilution of a deluge. And the particular pacific idealism of which I speak merely dilutes the blood of humanty, and does not either quicken or cleanse it.

To drop the metaphor, the real point against the cause of Pacifism is that it is not a cause at all, but only a weakening of all causes. It does not announce any aim; it only announces that it will never use certain means in pursuing any aim. It does not define its goal; it only defines a stopping-place, beyond which nobody must go in the search for any goal. Now you do not get the good out of any cause by saying, from any motive, that you will never fight for it. A Buddhist is not a better Buddhist, but a worse Buddhist, if he refuses to draw the sword even to avert the extinction of Buddhism-or, if he is not so far the worse Buddhist, Buddhism is so far the worse religion. A Quaker may be obeying Quakerism, but he is not serving Quakerism, in so far as he would refuse to defend it; always supposing that Ouakerism has other and more central doctrines

to defend, as I believe to be the case. Indeed, I understand that many Quakers really are fighting with effect and distinction in the present war, on the specific ground that spiritual ideals are in peril, which are more precious to them than their ideal of non-resistance. Anyhow, the point is that Pacifism is not a cause, in the sense that Pan-Slavism or Puritanism, or even Prus-

sianism, is a cause. It is merely a restriction on the Puritan in his work for Puritanism, on the Prussian in his work for Puritanism, or on the Slav enthusiast in his work for the Slav enthusiast in his work for the Slav enthusiast in his highly practical sense, it would merely make the Socialist less Socialistic, the Secularist less secular, and even the Internationalist less international. For a World State would have to be guarded with swords and staves like any other State; and a universal settlement would want fighting for as much as any other—or rather, more than any other.

This has a practical application now, as is clear from some current controversies about the old foreign policy of the Liberal Party, to which I conceived myself to belong. Indeed, I should belong to it still, if it were there to belong to. But the Party System, which used the honest Radical and the honest Tory, worked with the names of both and the principles of neither. It has, I hope, perished; but those principles, which it alternately

applauded and never applied, are far from having perished. Now in the lingering party quarrel which underlies our patriotic unity, it is too much the custom to rebuke the new

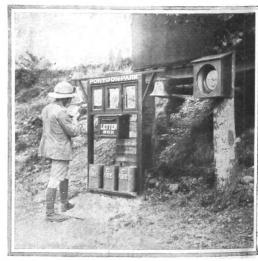
Pacifist foreign policy as a belated and benighted fidelity to the old Liberal foreign policy. But this is far too great a condemnation of the Liberals; and, what is worse, it is far too great a compliment to the Pacifists. Whatever else the Pacifists most certainly are not following out the old foreign policy either of Fox or of Gladstone. They differ from it at a thousand decisive points—indeed, at practically all points.

The biography of Byron will reveal the surprising detail that he did not die in Greece organising a Quaker meeting. He died organising

a military attack. He had, indeed, attempted to found a paper called the *Liberal*, which failed; but his Liberalism ultimately led him to lend his aid to a policy of armament, which did not fail. When Fox and his friends had doubts about the war with France, it was not because they suspected that all fighting was wrong, but because they suspected that the French fighting was right. The primary point of such Liberalism was to sympathise with a nation "struggling to be free." The only possible point of Pacifism would be to

tell it not to struggle. And that is precisely the position which most of the Pacifists who call themselves Liberals do adopt to day in the urgent contemporary cases of Bohemia or Fosen or Alsace. These singular Liberals do tell these smaller peoples not to struggle to be free; and for all practical purposes, not to hope to be free And the contrast between the Liberal tradition and their own proposals becomes even more acute as that tradition comes nearer to their own period. They are more acutely antagonistic to Gladstone even than they are to Fox or to Byron Gladstone declared that the thousand battles of Montenegro were more glorious than the battle of Marathon. But the New Liberals do not seem to approve of the battles of Montenegro-indeed, I suppose the New Liberals do not approve of the battle of Marathon. After all, the battle of Marathon involved the death of a number of unfortunate persons, especially (of course) of unfortunate Persians. Miltiades ought, no doubt, to have delayed any military movements, in the hope that there might some day be a Socialist revolution and reconstruction somewhere in the interior of the Empire of Darius. The Athenians ought, no doubt, to have thrown away their shields and spears, and trusted everything to that enlightenment and enthusiasm for international peace for which barbarians are everywhere renowned.

I desire only to point out that, if these truths were hidden from the earliest of the great Greeks, they were equally hidden from the very latest of the great Liberals. I merely note that this view of Marathon would have seemed quite as mad to Gladstone as it would to Miltiades.

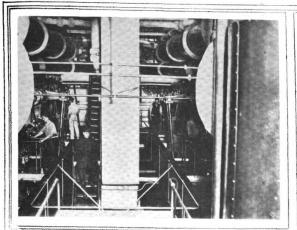


WITH THE BRITISH FORCES IN ITALY: THE POST-BOX .- Official Photograph.

The fact is that all this peace business is not the fulfilment, but the frustration, of the old revolutionary plan. It must in its very nature be the frustration of any plan. When the tyrant is in possession of power, and the tribune is striving for freedom, the appearance of a third philosopher who is striving primarily for peace must of necessity be in favour of the man in possession. Pacifism and Prussianism are always in alliance, by a fatal logic far beyond any conscious conspiracy.

## THE TORPEDOING OF THE "JUSTITIA": THE "BLACK SQUAD'S" QUARTERS.

OFFICIAL PHOTOGRAPHS.



A PLACE OF NO LESS IMPORTANCE THAN THE NAVIGATION-BRIDGE OVERHEAD: A GENERAL VIEW OF THE INTERIOR OF ONE OF THE ENGINE-ROOM COMPARTMENTS.



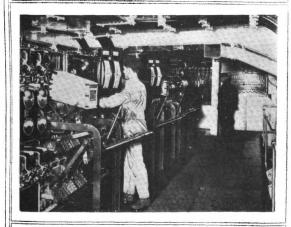
IN THE DEPTHS OF THE HULL OVER THE SHIP'S BOTTOM PLATING: A STOKEHOLD BOY WHEELING COAL FROM THE BUNKERS IN RETWEEN TWO BOILERS



IN A STOKEHOLD, ON THE BOTTOM FLOORING OF THE HULL NEXT TO THE OUTER-SKIN HULL FRAMING: SHOVELLING COAL INTO THE FURNACES.



IN A STOKEHOLD, ON THE BOTTOM FLOORING OF THE HULL NEXT TO THE OUTER-SKIN HULL-FRAMING: TOIL THAT GOES ON NIGHT AND DAY.



IN AN ENGINE-ROOM COMPARIMENT, AMONG LEVERS, VALVES, AND TUBING, GAUGES, INDICATORS, PRESSURE-RECORDERS, ETC.: ON DUTY AT A SWITCHBOARD.



AT THE BOTTOM OF THE HULL, CLOSE TO THE STERN: ATTENDING TO THE STARBOARD PROPELLER-SHAFT AS IT REVOLVES IN ITS TUNNEL OR "SCREW ALLEY."

The White Star liner "Justitia" was torpedoed and sunk off the north coast of Ireland on July 20, after a protracted fight and vigorous defence against, apparently, a group of submarines. No passengers were on board, but of the crew of 600, ten died in the ship. Seven belonged to the "Black Squad"—engine-room hands and stokers, at work, as all well knew, in a forlorn-hope situation should what did happen, actually happen. As to the sheer heroism of all who form the "Black Squad" in every vessel at sea in war

no words can adequately express what it amounts to. They work deep down at the bottom of the hull, far below the water-line, well aware all the time that at any moment an explosion inside or out may mean death with hardly possibility of escape. Of some of the "Black Squad's" fate in the "justitia," this is stated: "Of the members of the crew who were killed, one or two were firemen, four were greasers, and another a lad of 16, who was working in the engine-room when the last torpedo struck, and was on his first voyage."

#### THE INTERVENTION OF JAPAN.

4

#### By E. A. BRAYLEY HODGETTS.

THE intervention of the Japanese in Russia means rather more than the superficial reader of the newspapers might think. Japan has been a loyal and chivalrous ally of the Entente Powers. Not content with clearing the Germans out of Tsingtau, she has placed her splendid feet at the disposal of the Allies, and her smaller craft have rendered invaluable service in the Mediterranean and the Levant. When the history of this war comes to be written, the British public will learn the deeds of heroism which the gallant Japanese sailors have performed in protecting our transports and merchant vessels against the deerredations of the German U-boats.

Whilst Japan has been most generous in her naval assistance, she has, however, shown much hesitation in sending her army across Siberia to aid the Russian troops. While she was lavish in furnishing guns and ammunition to her Russian Ally, she wisely refrained from dispatching troops. There were many reasons, both political and military, for this attitude. These reasons have now been over-ridden. The position has changed. Russia as a political entity has ceased to exist, and the Bolsheviks are virtually at the dco of Japan. She can now honestly tell her people

that military intervention has become for her a national necessity.

Some confusion has existed in the minds of the British general public regarding the true objective of Japan's forces. We have been talking of Vladivostok, and the importance of sending a Japanese expeditionary force to that port to save the large quantities of stores lying at that place, entirely forgetting that Japan's nearest point of attack is not Vladivostok at all, but Kharbin, Japan is already at Mukden, and from thence to Kharbin is but a short journey.

But the rescue of Eastern Siberia from Bolshevik rule is, atter all, a comparatively small matter. The whole of Russia has to be saved from German penetration. There are all over Russia numerous elements who look upon Bolshevik rule and its logical consequence, German domination, with dismay; but, scattered as they are, they are powerless—they require not one, but several rallying-points. The intervention of Japan will give them one such rallying-point; but Japanese intervention, to be effective, must not stop at Siberia. The Japanese Army will have to advance into Russia in order to help the Russians

to drive the Germans out of their country, and in order to defeat German forces from the Caucasus and Asia Minor.

When Germany will see her Eastern frontier once more threatened by a Russian Army, this time supported by Japanese and American troops; and her Turkish ally defeated by Indian armies; while the Balkans will again become the scene of active fighting, and the Italians will once more over-run the Trentino—when French, British, and American soldiers are steadily driving the Germans towards the Rhine, the end of the war may at last be in sight.

In bringing about the final victory of the Allies, however, the Japanese will have to play a large part, and that they are prepared to do so is made manifest by their readiness to intervene. They are not a nation to do things by halves. We are advancing into Russia from the north, carefully protecting the Murman coast and Archangel, from which town there is railway communication with the Ural Mountains. Thus the loyal Russians will speedily have the rallying-points they need, and, with the aid of Japan, great things may be expected before very long.

#### THE FIRST BATTLE OF THE MARNE.

40

#### By E. B. OSBORN.

There is not a sod in the whole width and length of the "Catalaunian Fields," where the Boche is now being beaten, which has not been a soldier's sepulchre since the beginning of historic time. Long before the war I watched a peasant ploughing there, making a tall, shivering poplar his fering-post, and saw a small white object appear in the wave of brown earth turning over. It was a "Hun's tooth." A tooth, it seems, long survives all the other bones of a broken man, and it is just possible that this grim reich had actually rested there undisturbed ever since 451, the year in which the first historic Battle of the Marne freed the civilised, kindly, wine-growing West from the nameless horrors of a Mongol conquest.

The fourth and fifth centuries were an era of ruin and confusion for the outlying provinces of the dying Roman Empire. Wave after wave of outlandish invaders surged across the far-flung frontiers, and passed on to the shores of the Mediterranean and the Atlantic. Rome fell and was sacked; then all the world of Latin civilisation was whelmed in a sea of savagery, issuing out of the officina gentium or racial cesspool somewhere in the unknown Asiatic vastnesses. What was it set these waves in motion? By slow degrees the West, as it conquered its conquerors, had an inkling of the terrible truth. Vandals and Goth:

and the rest were themselves evading the ruthless pressure of a nightmare Power in the Far East—a Mongol tyranny, growing like a cancer and extending its tentacles in all directions. Finally, the name of Attila Attila, Attila was bruited abroad throughout the West, like the sullen music of drums and horns—and then, on a sudden, the grey-eyed Gaul saw the first Huns and sickened at the sight.

Faint echoes of the horror they inspired are heard in the pig-Latin (pauca verba) of such chroniclers as Jornandes. They were dwarfish men, with fat, flat faces, pig eyes, scanty beards, squat shoulders-" more like two-legged beasts than men." wrote Jornandes. Not even the beauty of women-houris of the East or tall Visigoth maidens with auburn tresses- could win from them a moment's mercy. The cities they took vanished from the face of the earth; towers and pyramids of skulls and carcases marked the course of their victorious campaigns. In Attila they had one of the greatest captains of all time. whose strategy and tactics were as swift and unerring as Alexander's or Napoleon's

Yet Attila and all his hordes of archers and horsemen were beaten by a girl-saint and a dead King in the green, rich countryside eastward from Châlons-sur-Marne. Genovefa, a little Christian shepherdess, prophesied his defeat and death; her prophecy ran like mystic wild fire through what is now France; and every man who had a weapon hastened to the marching banners of Theodoric and Actius. The battle that followed at Ch'lons was a world-battle—all the fighting races from the Chinese Wall to the Atlantic and from the Finnish barrens to the Mediterranean took part in it. Theodoric, King of the Visigoths, was slain as he rode along the lines to encourage his men; like the Douglas who dreamed his "wearie dream" before the Battle of Otterbourne, he might have truly said—

I saw a dead man win a fight, And I think that man was I.

The fight in the Catalaunian fields was too vast to be understood by any who fought in it, except, perhaps, Attila, who lost 102,000 men and had to retreat—"like a wounded lion," says the Gothic chronicler.

In 1914, and again in 1918, history has plagiarised itself. Joire and Foch have earned the fame of Theodoric and the Roman Actius which is as thunder in the blue hills of Time gone by. There is a double strain of the Tartar in the modern Prussians, which completes the analogy. Once more, also, Genovefa (St. Geneviève) has guarded her beloved City of Light. Dieu suffit à bon caur.

#### FIGHTING IN ALBANIA.

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By X, Z,

THE news of the successes recently achieved by Italian and French troops in Albania makes good reading. We have all been brought up to look upon "trouble in the Balkans" as the vital factor in European politics, and it is certain that the present war was at least precipitated by such trouble. Perhaps it would be too sanguine to hope that it could also be brought to a close through action there, yet a little reflection and some studying of the map should prove to us how important and vital this so-called "side-show" in the Balkans is.

The Italians and French seem now to be firmly established in Albania. It is, perhaps, unnecessary to dwell upon the fighting qualities of these sturdy mountaineers, the Albanians, who' though nominally conquered by the Turks in the fifteenth century, have been a thorn in the side of their conquerors ever since. They have ever been true highlanders. Their country, lying contiguous to Montenegro, stretches across to Serbia and Macedonia. The Italians are astride the River Vojutsa, and the French have captured Berat, which is but seventy miles as the crow flies

from Monastir, and the latter town is in direct railway communication with Salomka. It is doubtful whether Austria can to-day dispose of sufficiently large forces to stem this advance. She has devastated the countries she is fighting in, and she has a long line of communications by means of which to bring up her supplies; moreover, she is surrounded by hostile races straining at the leash and longing to shake themselves free. There are the Croatians and Dalmatians, the Herzegovinians and Bosnians—all Jugo-Slavs who would welcome with open arms the liberating forces of France and Italy.

Behind the advancing Italians are the Greeks and the Serbians, who are waiting for the summons to reconquer the country which has been stolen from them and destroyed. The situation in Bulgaria is far from clear, and some impartial observers are inclined to think that Tsar Ferdinand is thuising of trimming his sails to the wind. If the Allies could throw a sufficiently strong force into Serbia to threaten Belgrade and the Austrian frontier, they might raise the whole of the uncomfortable hinterland of Croatia and Herzegovina, whilst the flower of the Austro-Hungarian Army

was pinned down on the Venetian frontier. Her German brother has his hands pretty full on the Western Front, to say nothing of annoying developments in Russia; whilst the Turks have experienced yet another severe defeat in Palestine, and are finding the Russian Armenians and the Georgians in the Caucasus much more formidable than they allow the outside world to know.

In the past the trouble of the Allies has always here a want of unanimity of action. When Russia advanced and was driving Germany before her, France and Great Britain were for some mysterious reason marking time, and vice versa. It would seem that we have at last attained unity of command, and hence the news from Albania makes one think. Of course, the country is mountainous and difficult to fight in, and in the winter practically impossible. But the Albanians, who are fighting with us, are on their own ground, of which they know every inch; and the enemy are a hostile force in an inimical country. Albania should be watched; it may have surprises for the enemy that may bring the termination of the war at least a stage nearer.

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### UNDER FOCH, CARRYING OUT THE FRENCH COUNTER-OFFENSIVE.

PHOTOGRAPH BY BENJAMIN.



It was announced the other day that General Foch entrusted the carrying out of his plan for the splendid French counter-offensive between the Aisne and the Marne to General Fayolle, under whom Generals Mangin and Degoutte were in actual command of the two armies engaged. We need hardly remind our readers that the counter-move in question began on July 18, on a front of twenty-seven miles, and that the Americans co-operated with the French. It was General Fayolle who stopped the enemy rush

THE HELDIKATED POHDOM MENS .....

## FOCH'S OFFENSIVE: WHERE GENERAL FAYOLLE BURST IN

FRENCH OFFICIAL PHOTOGRAPHS.



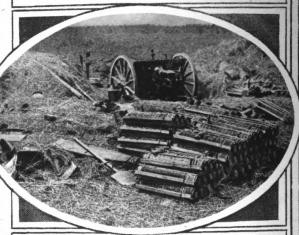
A CORNER OF THE OPEN BATTLEFIELD NEAR LONGPONT: SOME OF THE VICTORS
AT WORK CONVERTING SHELL-CRATERS INTO RIFLE-PITS,



NEAR LONGPONT, BY FERME BEAUTEPAIRE, WHICH WAS STORMED BY FRENCH MOROCCAN INFANTRY: AN ADVANCED FRENCH BATTERY TAKING POST.



NEAR CHAUDUN: A GERMAN "77," AS TAKEN IN ITS EMPLACEMENT, WITH ITS LITTER OF EXPENDED SHELL-CASES AND FILLED SHELLS ALL ROUND.



ON THE CHAUDUN SIDE: A GERMAN FIELD-GUN, RUSHED AND CAPTURED WITH ITS WICKER CASES HOLDING SHELLS AND GEAR NOT EVEN OPENED.



ON THE OUTSKIRTS OF LONGPONT: A BATCH OF GERMAN PRISONERS WITH AMBULANCE-STREICHERS ON THE WAY BACK FROM THE FIGHTING-LINE.



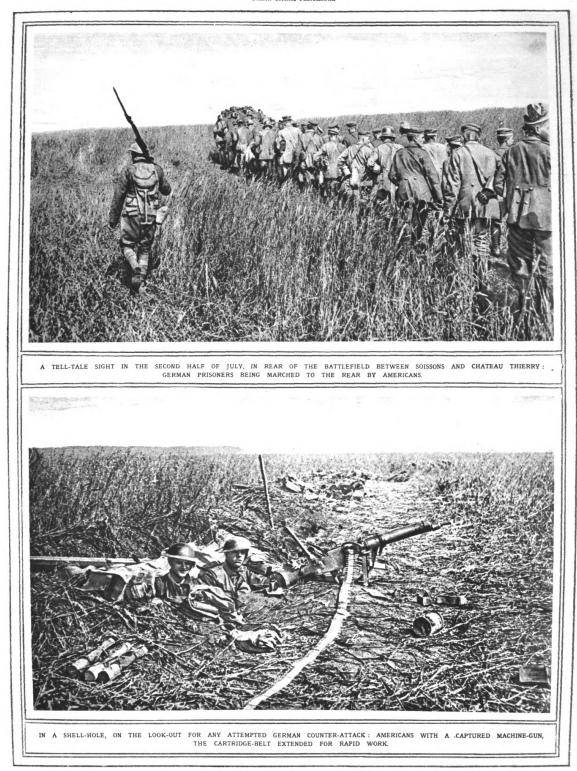
AFTER LONGPONT HAD BEEN TAKEN AND THE VICTORIOUS FRANCO-AMERICAN TROOPS HAD PASSED ON: THE WRECKAGE OF A ONCE-PROSPEROUS PLACE.

Longont and Chaudun are two of the large villages through which the joint attack by the combined French and American forces, comprising the Armies of Generals Mangin and Degoutte took its way in the third week of July. The fighting was fast and furious, and the Germans were roughly hustled back from both places, which were at important points along the road to Vierzy, the Allies' first objective. The two places lie from seven to ten miles to the south-west of Soissons, and are about five miles apart. It was for

his plan of attack as carried out in detail by Generals Mangin and Degoutte that General Fayolle, supreme commander in the sector, received the Grand Cross of the Legion of Honour from M. Poincaré, who went specially to General Fayolle's head-quarters to confer the battle-won distinction on him. As seen in the photograph, the Allied onset captured German field-guns still in position, which the enemy had not time to get away, and prisoners, who were passed to the rear in a continuous stream of big droves.

#### FOCH'S COUNTER-OFFENSIVE: AN AMERICAN SECTOR NEAR LONGPONT.

FRENCH OFFICIAL PHOTOGRAPHS.



The Americans fighting beyond Longpont and Chaudun, midway between Soissons and Chateau Thierry, in co-operation with the French, have made many prisoners. One prisoners' column, as seen by a correspondent, was "headed by at least 30 officers, and the procession, which was four deep, stretched for fully a mile. . . Two American units," the writer continues, "have captured 123 officers and 5027 men, also 460

machine-guns, a number of field-guns, and other booty. This," adds the correspondent, "is the Americans' reply to the German War Minister's sneers." Our second illustration shows two Americans with a captured German machine gun, utilising a shell-hole in a corn-field near Longpont, on the way to Vierzy, which the Americans stormed, as a gun-pit, well under cover and with the Maxin laid ready to sweep the ground in front.

#### II. — AMERICAN MAN - POWER.

L AST week I wrote about America's Bridge of Ships across the sea. Now it is worth while to consider the army which is passing over it—in other words, America's military man-power.

In the first place, all Americans are delighted by the kind things which British and French military observers and war-correspondents have been saying about the "Yanks" now at the front. I hope the tale is true which generous friends so energetically tell of the American sergeant who was annoyed by a group of forty Germans (more or less—probably the census was not minutely exact), and, single-handed, brought them in as prisoners. Frankly, while admitting my countrymen's initiative and cold nerve, I hesitate to accept this statement without further corroborative evidence; but it reminds me of a little happening of almost twenty years ago which tends to make me recognise the possibility of its complete veracity. I was lying on a Cuban beach, seriously wounded, and waiting to be taken out to a hospital-ship after the battle of Las Guasimas in our little Spanish War. Spanish prisoners stood in a relieved group near me, and talking among themselves about the day of fighting and their captors. The verve of the Americans (these prisoners had been captured by Roosevelt's Rough Riders) had amazed them. "They stopped shooting at us when we started to fall back," said one of them, in awe-stricken tones, " and " (I must continue his remark in Spanish) " trataron de agaravlos con las manos." Being translated, these words s "They tried to catch us with their hands." Being translated, these words signify surgeons had explained to me that I must perish, in all likelihood. I was so delighted by that 'tried to catch us with their hands" that for an instant I forgot my pain and chuckled.

And, thank God, there will be plenty of them! It seems incredible that Germany could have understood how many of them there will be. To the student of the war on the Allied side an examination of American man-power resources

must give comfort. To a German such a study ought to be appalling. As a matter of undeniable fact, the sheer force of American numbers settles the last possibility of doubt as to the final outcome of the war.

America's man - power safely may be regarded as inexhaustible. The number of her soldiers already sent across the sea has been announced extensively, but these vast shipments repre sent no exhaustive draft upon the great Republic's reservoir of fighting men. It is an absolute fact that if every fit American now of military age might be assumed to be already in the war zone on the first of next month (an absurdity, of course) America for twentyone years to come would be able, if necessary, to ship 200,000 men each month, or 2,400,000 men each year,

without sending to the fighting line one man over or under the present American military age.

Two hundred thousand men per month! Fresh, strong, increasingly well trained! It would be a reasonable statement if I said that, if the other Allies should furnish not another soldier to the armies fighting Germany, America alone could more than repair any wastage Germany could cause.

The armed land forces of the United States which were in military or naval service at the time the country entered this war numbered, roughly, 750,000, of whom 300,000 were highly trained soldiers in the Regular Army, and 450,000 were less well trained, but still not wholly without training, in the various State organisations of the



THE UNITED STATES SIGNALLING SERVICE: AN AMERICAN CORPORAL TESTING A SIGNAL-LAMP.

The Corporal is seen steadying the lamp with his left hand. With the right he is pressing the key and "tapping out" a message.

Photograph supplied by Topical.

National Guard. At the same time, the American Navy included a total personnel of about 70,000.

Practically simultaneously with the first call of this war the organisation of the National Army By Edward Marshall.

(the National Guard), or ready for training (the National Army) numbered 1,437,000 men.

The development of the National Army into competent fighting units has been carried on, from the moment of the body's birth, through intensive training in great camps, from which men have been shipped to the war zone as they have been ready for the test, without any delay due to the German U-boats. The enemy submarines have wholly failed in so far as they may have aimed at keeping the American fighters out of the battle-line. The number of men who have been lost is negligible, the preservative effects of removal from hazardous trades, constant and expert medical attention, life in well-sanitated surroundings, and other causes having saved. within the few months of American participation in the war, many times as many men as the German U-boats and armies have slaughtered.

Let us consider especially the National Army of the United States, which will furnish the great bulk of America's fighters. The official description of it says: "The National Army . . . is . . . composed of young men, strong, competent. It will be representative of our entire citizenship, and in its selection and training will give to all equal opportunity to serve and to command. The men who compose it will be between the ages of twenty-one and thirty. They must be almost perfect physically, and must be taken from those groups upon whose trained skill the country does not depend for its continuous ability to support itself and the Allies and the Armies in the field."

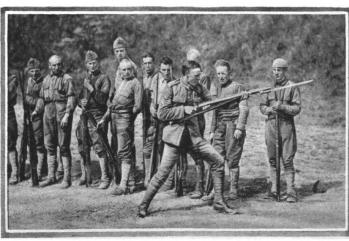
The first registration for this Army was made June 5, 1917. About 600,000 were exempt through being already in the military or naval services. The registration revealed 111,822 unnaturalised Germans or Austrians, who are not required to fight against their countrymen; but medical examination showed an unexpectedly high aver-

age of physical fitness. Of the total registered, 7.347,794 were white citizens, 953,899 were coloured (negro) citizens, 1,239,865 were unnaturalised white foreigners from countries other than those in the Teutonic Alliance. No evidence has come forward to indicate any concerted effort to avoid registration by any considerable body of citizens.

While the National Army has been in process of organisation, the United States Navy personnel has grown to 503,792 officers and men, of whom 219,158 belong to the Regular Navy, 219,566 to the Naval Reserve, and the remainder to the Coastguard and Marine Corps.

And far more impressive than any of these figures concerning actual fighting men is the fact

that, out of America's whole population of 100,000,000, a greater proportion of both sexes is at work in furtherance of war effort than was regarded as a possibility by any expert in America at the time of the nation's declaration. All American man-power is in the war to win. American labour is especially intense in its determination. Samuel Gompers, head of the American Federation of Labour, regards a serious strike as inconceivable.



THE UNITED STATES EXPEDITIONARY FORCE: A BRITISH SERGEANT GIVING AMERICAN NON-COMS. "TIPS" IN THE ART OF BAYONET-FIGHTING.

Photograph supplied by Topical.

began. To this all fit Americans between the ages of twenty-one and thirty, inclusive, were eligible. Registration for this National Army was compulsory in all parts of the Union, and resulted in the enrolment of 9,659,382 men—rather a nice total. Out of these nine and a half millions the first call took only 687,000 men. Thus, at the very start, the American land fighting forces, intensively trained (the Regulars), partly trained

training & men.

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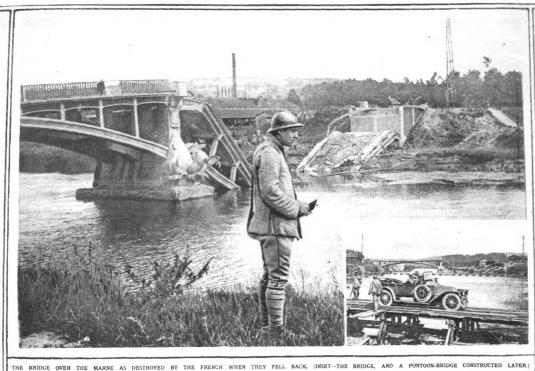
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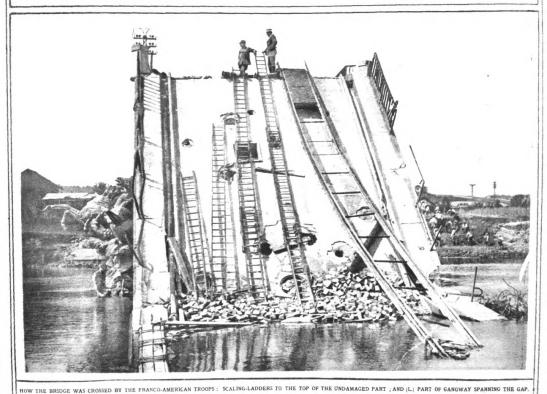
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## FOCH'S OFFENSIVE: SCALING THE BRIDGE AT CHATEAU THIERRY.

FRENCH OFFICIAL PHOTOGRAPHS.





At Chateau Thierry the Marne flows as a deep stream wide enough to require pontoon-bridges where ordinary means of crossing it are absent. The permanent bridge at Chateau Thierry was blown up by the French as they fell back before the German onslaught which preceded Foch's offensive; and the Franco-American troops who captured the which preceded Foch's offensive; and the Franco-American troops who captured the town during the enemy reflect had to improvise means of crossing. It was not possible

## FOCH'S OFFENSIVE: IN DELIVERED CHATEAU-THIERR

PHOTOGRAPHS Nos. 1 AND 2 BY COURTE





IN A CHATEAU-THIERRY STREET, BLOCKED WITH DEBRIS AND DIVIDED BY BARRICADES: WOMEN AND CHILDREN AMONG THE RUINS OF THE TOWN THE GERMANS DEFILED BEFORE RETREAT.

SACRILEGE IN THE CHURCH OF THE MAI COPPER COLLECTED FROM THE INHABITANTS,





CHATEAU-THIERRY AFTER THE FRANCO-AMERICAN TROOPS HAD RETAKEN IT:

AN AMERICAN WORKING-PARTY RE-MAKING A ROAD.

ONE OF THE MANY HASTILY IM

ATTEMPTS TO HOLD

In a report from the American Army in France, dated the end of last week, Reuter's correspondent said that the Germans, and especially the German officers, had to Chateau-Thierry shamefully. An account is given of many houses, wholly uninjured by shell, shrapnel or bullet, and yet gutted by the enemy when they learned they would defeated. "In them to-day, there is nothing that has not been destroyed. The tapestries have been hacked to pieces, the pictures slit from corner to corner, the leather other coverings have been ripped from their frames . . . the legs have been torn off the tables . . . there is not a mirror which has not been broken . . . a pid

## WHICH THE GERMANS DEFILED BEFORE THEY RETREATED.

L'ILLUSTRATION"; THE REMAINDER, FRENCH OFFICIAL.



H WH CRÉPIN): BOXES OF CHURCH ORNAMENTS, AND H WHY ENEMY HAD NOT TIME TO TAKE AWAY.



IN THE RUE DU PONT AFTER THE ALLIED ENTRY: AMERICANS AT ONE OF THE GERMAN BARRICADES SET UP TO DELAY THE FRANCO-AMERICAN ADVANCE.

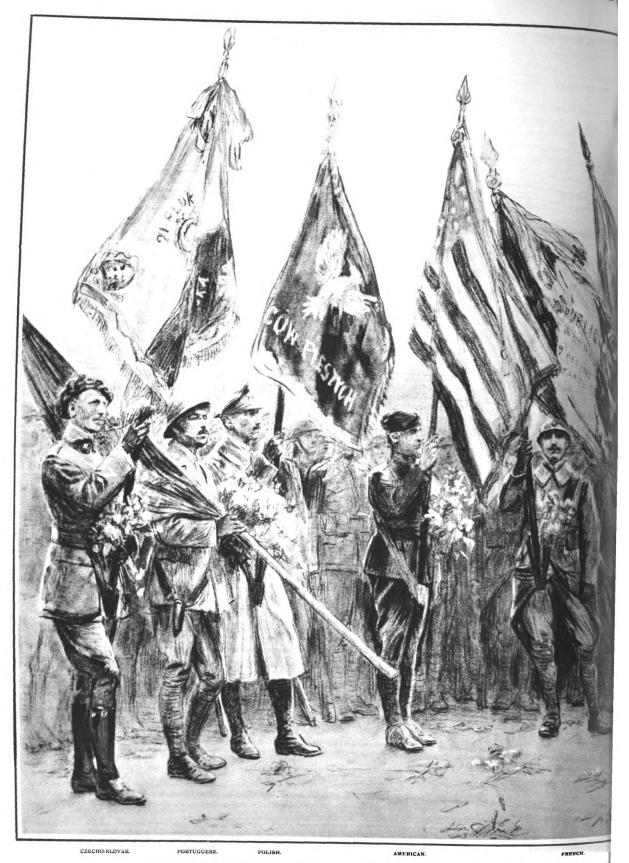


ENCES USED BY THE GERMANS IN THEIR ACK: A GERMAN BARRICADE.



IN THE RUE CARNOT: FRENCH AND AMERICAN SOLDIERS BEFORE A GERMAN STREET BARRICADE,

has been used to destroy a wonderful grand piano . . . the costly carpets have been fouled and rent in every possible way, and ink-pots flung at the silken papers on the papers on the grant. In true German fashion, this vengeful theory has been carried even to the extent of smashing the nurseries and dolls'-houses. . . It is impossible to think of men with any sense of decency sinking to the level of the things which have been done. . . One only mentions it as a proof that what the German was in Belgium he is still. He has not been enlightened, nor have his foul instincts been eradicated by four years of war."



## FIGHTING FOR THE LIBERTY OF THE PEOPLES

"On the one hand stand the peoples of the world—not only the peoples actually engaged, but many others also, who suffer under mastery, but cannot act; peoples many races, and in every part of the world—the people of stricken Russia still, among the rest, though they are for the moment unorganised and helpless. Opp to them, masters of many armies, stands an isolated, friendless group of Governments who speak no common purpose, but only selfish ambitions of their own, by mone can profit but themselves, and whose people are fuel in their hands; Governments which fear their people and yet are for the time their sovereign lords, many contents the content of the c



THE WORLD: ALLIES IN THE CAUSE OF FREEDOM.

every choice for them, and disposing of their lives and fortunes as they will, as well as of the lives and fortunes of every people who fall under their power—Governments clothed with the strange trappings and the primitive authority of an age that is altogether alien and hostile to our own. The past and the present are in deadly grapple . . There can be on compromise . . . What we seek is the reign of law based upon the consent of the governed, and sustained by the organised opinion of mankind." Thus President Wilson. In the picture here given are shown only those Allies who were represented at the 14th of July ceremonies in Paris this year.

The States and Canada.

#### WHAT FRANCE HAS DONE FOR AVIATION.

THE other Allies owe their present dominant position in the air to French intelligence, French ingenuity, French generosity, and French loyalty. It is true that the first real flying was done in America, by the Brothers Wright, but American military aviation was merely a side-line of the U.S. Army Signal Corps. Consequently, it was left to effete Europe to develop the military aeroplane, and it was in France that most of that development took place before the war.

To begin at the beginning, Senhor Santos-Dumont, a Brazilian half-French by descent and almost wholly French by up-bringing, was the first person to fly in Europe. Mr. Henry Farman, an Englishman by descent, but a Frenchman by birth and education, was the first to make a really serious flight round a circular course. Mr. Wilbur Wright, who came to France in 1908 to obtain the support which he lacked in America, was the first to fly for any considerable period under full control. And after that it was the French who set the pace for the rest of the world.

It was M. Blériot, a Frenchman of the French, who made the first monoplane to fly, and who in July 1909 flew it himself from Calais to Dover. It was the French engineer, M. Levavasseur, who, during the same period, designed and built the Antoinette monoplane, and fitted to it an engine, also of his own design, which, if built with modern materials and slightly modified, would to-day be a first-class aero-engine.

Also in 1909, the Brothers Séguin produced as practical success the famous Gnome engine, which, owing to its extraordinary lightness, made it possible to fly on aeroplanes which with a heavier engine would never have left the ground.

The great Aviation Meeting at Reims in July 1909 was a purely French affair. Huge prizes were

offered, by French subscriptions, and the impetus thus given to aeroplane and aero-engine design had effects which could pever have been obtained by other means. The competitors and the machines and the engines at this meeting were all French, with the exception of Mr. Glenn Curtiss, who won the Gordon-Bennett Cup for speed, on his own biplane with his own engine, for America. Other partial exceptions were Mr. Cockburn, who represented England on a French biplane; and the late Mr. Hubert Latham, who was of British descent, and flew M. Levavasseur's Antoinette monoplane

Thereafter, in 1910, the French went ahead and held flying meetings all over France; while French aviators gave flying exhibitions in every country in Europe. far-sighted were the French military authorities that they even used aeroplanes in their annual Grand Army Manœuvres, for the first time in the world's history.

The result was that by the end of 1910 the French aeroplane-makers were selling aeroplanes and engines to practically every nation, and France had developed an aircraft industry. One remembers only too clearly the immense strides made by the French industry between the first French Aero Show in December 1908 and successive shows in 1909-10-11-12 and '13, and the contrast between the progress which was there to be seen and that of other countries.

In 1911 France made still greater strides. This was the era of great cross-country flights, organised to demonstrate the possibilities of the aeroplane as a vehicle.

And so it went on in 1912 and 1913 and 1914, the French always leading, because the French



ON THEIR WAY TO PATROL THE GERMAN LINES: AN R.A.F. FLIGHT LEAVING THEIR AERODROME. Official Photograph.

people and the French Government supported their own people. The British Avro and the Sopwith "tabloid" biplane, also with a Gnome engine, beat the world's best performances, and a Sopwith seaplane, with a new type of Gnome engine, beat the best French seaplanes; but these feats remained unacknowledged by orders for Navy or Army.



A GREAT FLYING - MAN'S GRAVE: THE LAST RESTING-PLACE OF MAJOR BYFORD

A GREAT FLYING-MAN'S GRAVE: THE LAST RESTING-PLACE OF MAJOR BYFORD McCUDDEN, V.C., D.S.O., Mc., M.M.

It will be recalled that Major J. T. Byford McCudden, V.C., D.S.O. (twice), M.C. (twice), M.M., who had brought down fifty-four of the enemy filere, was killed accidentally while just over the French coast when on his way to rejoin his squadron in France. He was only twenty-three. He went out with the B.E.F., as a mechanic; and was an aerial-observer at Mons.—[Official Photograph.]

Thus, when war broke out, Germany's aircraft industries existed because the German Government had fostered home industries. The French industry existed on its merits.

The result was that when the British Royal Flying Corps went to France in August 1914 most of their aeroplanes were French, and all their By C. G. GREY. Editor of "The Acroplane.

engines were French, with one exception, and that was an Austrian engine. They were mounted chiefly on Blériot monoplanes, and Henri Farman biplanes, with a few Maurice Farmans. It was not till the Corps had been in France for some months that British machines began to be turned out in quantities.

Meantime, the machines which were smashed or shot to pieces on active service had to be re-placed, and then the French Government proved its loyalty to its Ally. Though the French Military Aviation Service needed all the aeroplanes it could get, the Government handed over Blériots,

Farmans, Moranes, and Voisins to the R.F.C. in such quantities that at no time was there any real shortage of machines.

When British - built aeroplanes began to come out of the factories the engine shortage became more acute, for the British aero-engine factories were in a worse way than the aeroplane-factories. Again the French came to the rescue. In some mysterious way, by strenuous work, day and night, done at that high speed of which the French artisan in his most patriotic mood is capable, engines arrived to supply England's needs. Gnomes and Le Rhones and Renaults came over in thousands. only the Army, but the Navy, was kept thoroughly well supplied; and somehow the French maintained the quality of their work while multiplying the quantity. It was a great achievement, of which the French factory managers and the workmen in the factories

Later on, as new French aeroplanes and engines of improved types were developed, the French industry behaved equally loyally. When tne Nieuport single-seat fighters took their place among the world's best aeroplanes, the the R.N.A.S. received a good R.F.C. and

have every reason to be proud.

share of them. When the Spads came to the fore, they also were shared with the British Services. When the Clerget engineand, later, the Hispano-Suizacame to the front, numbers of them were sent to be fitted into British aeroplanes.

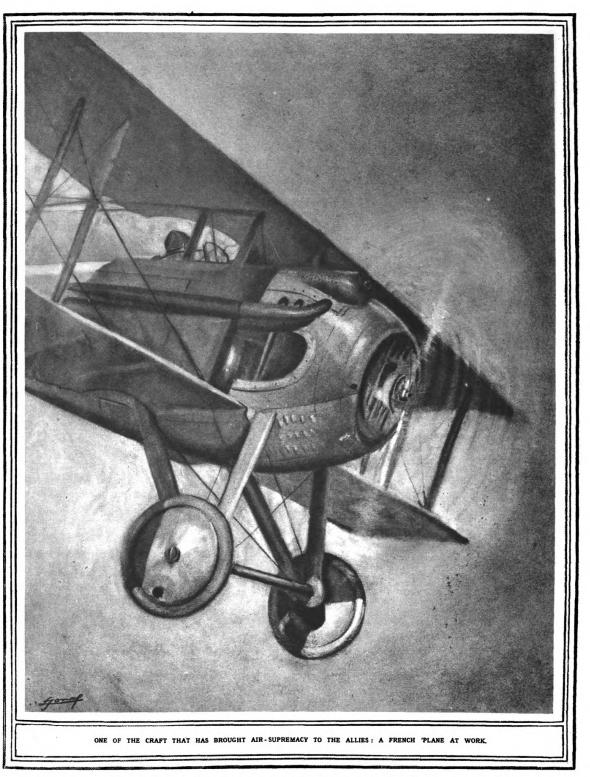
With all this, the French managed to send a number of machines to Russia, and also to assist Italy with certain necessary supplies; though by the time Italy came into the war the Italian aircraft industry had been developed to the point of being pretty well able to take care of itself.

Last of all, when America came in, and when, after some months, it was found America could not-owing to initial errors—supply her avia-tors with anything better than elementary training machines, France proceeded to provide not only training machines of a more advanced kind, but aerodromes, quarters, instructors, and everything else.

Truly France has reason to be proud of the

gallant part her people have played in the war, but of no branch of war activity has she better right to be proud than of the way in which she developed aviation in its earliest days, and has supported her Allies ever since.

## A HOTSPUR OF THE AIR: A FRENCH AEROPLANE GOING AT TOP SPEED.



One of France's powerfully motored, swift, and far-ranging aeroplanes is seen in mid-air flight in this photograph. There are several distinct types, or classes, of aeroplane in the French and American services, as in our own and in that of the enemy, each type having distinct features, and being set apart for its own special kind of work. Artillery spotting and reconnaissance-aeroplanes form a class by themselves, and po:sees special "points" of construction. So do the "chaser," or "fighter," 'planes. Their particular business it is to meet and engage enemy 'planes in mid-air, protect observation-balloons

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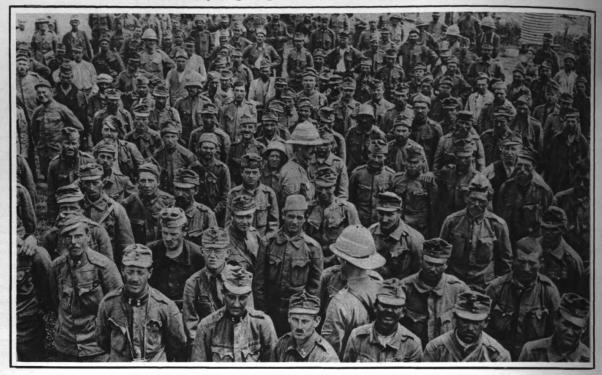
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by counter-attacking, or cutting off, assailants, break up German "circuses," and, on the battlefield, flying low, search the enemy trenches with a mitraille of machine-gun bullets. They attack in like manner artillery batteries, supply and ammunition columns, and massed reserve troops in rear of the enemy's lines. Then, of course, too, there are the bigger "bombers," machines of heavier framing, designed to carry the weight of giant projectiles, and distinctly slower in speed than the fast chasers. The seaplenes, finally, to which we owe so much in the anti-U-boat campaign, should not be forgotten.

## With the British Army Fighting on the Italian Front: Austrian Prisoners.



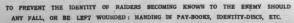
TAKEN IN THE BATTLES WHICH BEAT BACK AND WRECKED THE AUSTRIAN OFFENSIVE ACROSS THE PIAVE: BRITISH CAPTIVES FROM AUSTRIAN LINE REGIMENTS-OFFICERS AND MEN.

Our co-operation on the battlefield with our Italian Allies has brought in a new sort of prisoner for the British Army—Austrians, a number of whom are seen in the above

are Turks from Palestine and Mesopotamia, Bulgarians from the Salonika front, and East African askaris; and now Austrians are being added. The peculiar soft cloth, prisoner for the British Army—Austrians, a number of which are seen in our hands in the various war-areas. Germans, of course, predominate by thousands. Then there

## In the British Line Confronting Prince Rupprecht's Armies: Before a Trench-Raid.





Trench-raids, as has been stated, are planned to get prisoners and information of the identity of troops in front. By questioning, and from prisoners' coat-buttons and badges on collars and shoulder-straps, we learn the whereabouts of brigades, divisions, and the enemy's strength. On the other hand—that the enemy may not gain similar information



EQUIPPING A RAIDING-PARTY WITH HAND-GRENADES: SERVING OUT BOMBS FOR THE MEN TO FILL THEIR POUCH-BAGS.

should any of the raiding party be left dead or wounded in the German lines—those taking part, before starting, hand in pay-books, identity-discs, etc. Their uniforms bear no badges, or territorial or battalion unit names—all are stripped off beforehand. The raids are mostly carried out by bombing-parties.—(Oppicial Photographics.)



## **PIANOS**

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## **CRAMOPHONES**



**DECORATIONS** 

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#### NEW NOVELS.

There are glimpses of human nature in "A Son of the Manse" (Melrose), the Manse." though Mr. Tresidder Sheppard lets his characters run away with him, and the final tragedy series of tragedies is not entirely credible.



WITH THE BRITISH FORCES IN ITALY: ANTI-AIRCRAFT WORK

forgets that youth outlives its follies, and that the odds are in favour of Grace and Jenkyn reverting to type rather than wading in murder and the streets. Heredity is at a discount in these days, but it is impossible to believe that the minister's children would have carried their rebellion against the narrow home and its shallow religion to the extremes of degradation. The Japp family are less live people than the product of some ferment in Mr. Sheppard's brain which revels in a heady exaggeration, and the forcible introduction of matter obviously intended to be appreciated as strong writing. Some of the strongest fulminations of his young men and women are no more than rude gestures of defiance to a world which is really not as ridiculous as Jenkyn Japp found it. Jenkyn's visit to the Edington mansion and Dick Ingold's behaviour in chapel are absurdly outside the probabilities. "A Son of the Manse" is an entertaining book, but we think few people will be inclined to accept it as a drawing from the life.

" God's

Mr. J. D. Beresford's Ruskinian young man is a study in the degeneration of Counterpoint." a sensitive. In his childhood he was repressed by an autocratic father, and reason and enlightenment were left out wilfully from his training. His early chivalrous attitude towards women arose, apparently, from the combination of an over-acute sex-

consciousness with ignorance and a puri-The results tanical conscience. unhappy for both him and his wife, and the latter found herself offered up on the the latter found herself offered up on the altar of the fanatical Philip's perverted ideal of chastity. Mr. J. D. Beresford, it will be seen, is once more in his vein of pathological research in "God's Counterpoint" (Collins). The story is a demonstration of a mind diseased, though with the subsequent exhibition of successful the subsequent exhibition of successful treatment and a cure which may or may not impress the reader as convincing.

Beresford appears to find a peculiar interest in the monstrous and the ab-normal. He is not alone in his curious tastes, and he has the courage of his school. Philip had to be beguiled by a wanton before he could understand that union in marriage was not necessarily degrading to his wife nor pandering to his own lower nature.

Evelyn, the wife, a young woman of considerable commonsense and humour, and a really delightful character, first argued, and then revolted. She might well, we think, have applied the commendations of the blessed state in "Paradise Lost"—with its context. Philip's conversion to a respect for the "sole propriety" was absolute, we are given to understand; but our own feeling is that his obsession had been too deeply involved in his growth and development to be rooted out altogether: and that the victim of so many years of morbid unreason would be but a poor creature for the rest

Miss May Sinclair, in a novel which " Earthware." dealt exhaustively with the subject, a success in the married state. Either their genins the case of Jane Holland, is harried by the claims of family, or the husband or wife—Rose Tanqueray, example—is neglected with a masterly The divine fire of Eltrym Hardie was not, perhaps, vi much of a blaze, her talent being in the direction of slen verse. Such as it was, however, it was neither understoo nor appreciated by the Scottish schoolmaster whom the married, though his love for her ought to have given him forbearance when vision was beyond him. The upshot of all this was that Eltrym ran away to London, achieved success in a little literary group, met the man who satisfied her soul, and—returned to the servitude of matrimony the call of duty.

Her story is prettily told by Miss Lindsay Russell in "Earthware" (Cassell), and suggests, above and beyond the pathetic Eltrym, the poets obscure and innumerable "Who through long days of labour, And nights devoid of eas Still heard in their soul the music Of wonderful melodie



WITH THE BRITISH FORCES IN ITALY: ARTILLERY WATERING THE HORSES IN A RIVER .- [Official Photograph.]

The only objection we have to the plot is that some better way ought to have been found to release Eltrym for her flight than to kill off the baby. We feel pretty sure that Eltrym's baby would not have died if its death had not been so extraordinarily convenient for Miss Lindsay Russell's purpose





the finished picture.

Nineteen other distinguished Illustrators also explain, in this new publication, every detail of their Technical Methods. The other famous Artists who have collaborated in "The Art of the Illustrator" are Bernard Partridge (Chief Cartoonist of "Punch"), F. H. Townsend (Art Editor), C. A. Shepperson, Frank Reynolds, H. M. Bateman, and Bert Thomas (popular "Punch" contributors); Lawson Wood, Harry Rountree, W. Heath Robinson, Cyrus Cuneo, Russell Flint, C. E. Brock, Spencer Pryse, Warwick Reynolds, E. J. Sullivan, Balliol Salmon, Louise Wright, W. Hatherell, and Dudley Hardy.

Six of the twenty Contributors have worked in Water Colour, five in Pen and Ind., two in Pentil, two in Wath, one in Body colour, and the others in the individual media which have made them famous. Each reproduction shows the Picture in Colour, etc., as it actually appeared at that stage.

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Personally, I shall always feel mentally and spiritually in your debt for the privilege of steel able to set this work: I pliched my expectations enermonally high, and I consist edett the least race of a fall. Is my opinion America, France, and whose debt the least race of a fall. Is my opinion America, France, and when the least popular def, but The Art of the likestation' leaves you an easy winner.

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(Dept. I.L.N. 1), Tudor Hall, Forest Hill, S.E. 23.





# Three Cheers for the Water Waggon and Freemans Glass Lemon

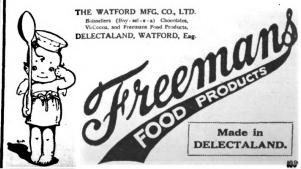
REEMANS GLASS LEMON follows our men-at-arms wherever they are. And don't they just enjoy it — a long, cool delicious thirst-quencher made in a minute and handy to carry in powder form wherever duty calls them. Simply a teaspoonful in a tumbler of water, and there you are.

# **FREEMANS**

# **GLASS LEMON**

Made from the finest Messina lemons and pure cane sugar, reduced to a highly concentrated powder full of the freshness and reviving qualities of the lemons.

Everyone will be glad to know that our fighting men can get their full share of this delicious lemonade, and in order to meet their demands, it will be impossible, for the present, to release supplies of Glass Lemon for the general public. Soldiers and Sailors should ask their Mess Sergeant for this excellent thirst quencher. Obtainable in all Army, Navy and Y.M.C.A. Canteens.



#### AN ALL-IMPORTANT MATTER.

A book that ought to be of wide Frontiers After general interest, and one that everythe War. body would be the better for reading

connection with certain vital problems which will have to be faced at the end of the war, and have already begun to attract attention, makes its appearance in "Boundaries in Europe and the Near East, by Colonel Sir Thomas H. Holdich, K.C.M.G., K.C.I.E., C.B., D.Sc. (Macmillan). Apart from his remarkably distinguished record, as evidenced by the list of honours shown after his name, General Hol-dich has long been in the forefront and widely acknowledged as a leading authority on the subject of frontiers and frontier policy.

The book is devoted, as the author himself says, to explaining in the simplest possible language those geo-graphical relations which exist between certain States in Europe and the Near East which affect complicated questions of reconstruction hereafter." Sir Thomas Holdich endeavours to show," as he says, "how far the national aspirations and future policies of the various States are justified from the geographical point of view by the effect of a change in their present environment, and what future territorial readjustments may be effective in the interests of security and peace."

the acquisition of strong scientific boundaries." Written with wide experience and a life-long acquaintance and study of the subject, and from the point of view of an exceptionally well equipped and highly trained expert observer, the book cannot fail of proving itself a handthe war. The Near East, Italy, the Czechs and Slore of the Dual Empire, and the Jugo-Slavs, Bulgar Rumania, Albania, and Greece, Russia, Poland, the fi frontiers of Turkey, Syria and Mesopotamia, and Alas Lorraine—the boundary questions and settlements of

future in the case of each these peoples and nationalit are in turn discussed, and pros and cons debated, in se cessive chapters.

Of immediate interest the final chapter on Alsace Lorraine. "Every aspect the question," says Col. Holditch, "has been set out before the public, excepting perhaps that of its geographical as the framing of a strong ately the advantages are no quite so obvious as we shool like them to be." · · · "Th Rhine is broad and strong but if we look at the man we see that it can be brought directly under the comma of German guns throughou the length of it which border Alsace. For a direct distant of about one hundred miles be tween Basle and Karlsruhe th German frontier hills approach the right bank of the Rhine within distances averaging from three to six miles. On the French frontier the spurs of the Vosges flanking the flat plain of Alsace are never less than twelve miles from the river bank, and in the northern regions of the province the are very much more." Nobody, furthermore, as a general reader, can pick up the book and turn over its pages at



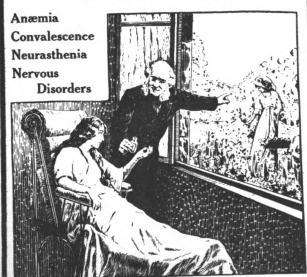
THE KING'S MOST RECENT VISIT TO THE GRAND FLEET: AWAITING THE INVESTITURE ON THE "OUEEN ELIZABETH."

During his most recent visit to the Grand Fleet, the King took the greatest interest in the United States war-ships which are in line with our own. and met Admiral Rodman and the officers and men under him. On the Monday he held an investiture on the Fleet Flag-ship. Amongst off honoured-including a number of the Zeebrugge Ostend heroes-were Admiral Hugh Rodman, U.S.N., who received the insignia of the K.C.B. and Rear-Admiral Strauss, U.S.N., who received the insignia of the K.C.M.G. Later, his Majesty inspected the American flag-ship. In the photograph (from left to right) are: Admiral Rodman, Rear-Admiral Strauss, Vice-Admiral Sir Osmond Brock, Rear-Admiral Fergusson, dore G. H. Borrett, Captain Underhill, Captain Doughty, and Captain MacLachlan.—[Official Photograph.]

His views, he also explains to the reader, are "based upon two main principles—firstly, of harmonising results with the will of the people concerned; and secondly, of book likely to be of peculiar importance alike to the general public and of value to those who will have to deal round the council table with the problems at the end of

random, without the eye alighting on something to ans attention, written, as the work is throughout, in attractive, captivating style characteristic of its author

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it is the secret of profloatands of victims of uricemsoMEDICAL OPINION:
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overstrain and consequent poisoning of the system by ! UKDODARI, prices 2s, and res. Prepared at Chatelain's Laboratories, FulkroDonari, prices 2s, and res. Prepared at Chatelain's Laboratories, Februaries Stephensen, and Stephensen, and







THE prices of Delta War Time shoes are fixed by the Government. Lace shoes, Oxford and Derby patterns, now cost 10/- a pair, laces extra, but most of the shops appointed to sell Delta still have a few pairs at the original price, 18/- a pair. These, in conformity with the Delta rule, will be sold at the prices stamped on the soles and are undoubtedly a bargain, for when they have been cleared all Delta War Time shoes will cost at least 19/- a pair.

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#### ROMANCE AND REALITIES OF ROUMANIA

ROMANCE AND REALITIES OF AUGMANIA.

M. RS. Will Gordon's "Roumania Yesterday
M. RS. Will Gordon's "Roumania Yesterday
and To-Day" (John Lane) is written with
heart and brain; and, further, some of the most
beautiful pages are contributed by Queen Marie,
and tell the tale of her personal sorrows and her
pride in her people with an intimacy which awakes
the sympathy of the reader. The word-pictures
lend beauty and romance to the volume, in happy
contrast to the horror and hideousness of the war.
The knowledge and research of Mrs. Gordon enable
the reader to understand more fully the historical
and political phases of the subject, and the descriptions of people and places are vivid and of

Queen Marie possesses much of the poetical feeling which made "Carmen Sylva" so beloved by her people, and in the "Introduction" there are passages of real beauty: "The winter that lies behind us is as of one of the most fearful both moral and physical, had to be borne at once. And the production of the most fearful with them."

I, their Queen, suffered with them, struggled with them, wept with them."

Mrs.

Gordon, too, strikes a fine note when she writes that

note when she writes that "Amid the carnage and horror of battle the souls of the mutilated little nations the mutilated little nations shine out, haggard and crucified, but with a spirit inextinguishable"; and again when she writes of music of Roumania, "Even the gayest is threaded with melancholy, full of the sadness of the tortured past, the passion and the tears." On the other hand, we get glimpses of grace in rags, and of "burnished plains of ripened corn in harvest."

That details of national customs are not overlooked is evidenced by such homely stories as are told of a Roumanian girl's wedding and the painted chest which she brings to her new home,



BRITISH TROOPS IN ITALY: BRINGING A GUN INTO A NEW POSITION. [Official Photograph.]

in which chest lie her bridal gown and the "last dress

by her delt fingers and dainty fancies." But apart from a thousand-and-one colourful little word-pictures of places and people, from Bucharest to tiny villages, much light is thrown upon the political life of Roamania from old times until political life of the description of hie during the years of the present war is full of valuable matter. Many admirable photographs brighten the pages; Many admirable property that the royalties on the sale will be devoted to Roumanian relief funds,

The officials responsible for the regular running of trains to holiday resorts are not men to be envied of trains to holiday resorts are not men to be ented at any time, and at Bank Holiday time in particular, but recent stories of their troubles seen almost incredible. Bank Holiday or no, what can almost increasors.

be said for holiday-makers at four o'clock in the be said for honoray many, a now octobe in the morning, with sandwiches and so on, waiting for morning, with sandwicnes and so on, waiting for their trains? The question of pros and cons with regard to either the wisdom or pleasure of such an regard to entire the washing of presents of such an adventure is only one side of the incident. The extra strain put upon the railway companies is worth con-

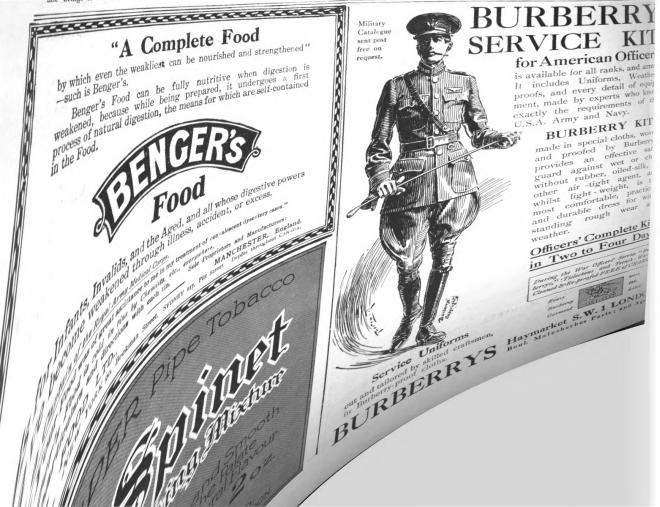
strain pur upon the rankay companies is worm consideration for the sake of the staff as well as the public whom they serve. Picnicking in a terminus before daylight must be almost as trying an experience as seeking a footbod

in a "shelter when an alarm has been given.

All good sportsmen will All good sportsmen will sympathise with Sir Thomas Dewar in his loss of such valued trophies as the Good-wood Stewards' Gold Cup, which he won seven years ago, and the Waterloo Gold Cup, another highly valued trophy another and the Waterloo Gold Cyanother highly valued trophy. The enterprising burglar has "been a-burgling." in the absence of Sir Thomas Dewar from his London flat. The disquieting 'incident should put owners of plate and jewel-on their guard, and wan them not to credit the optimistic not the compact of the com It suggests that scoundrels o the "Spider "type, who dined with Duchesses and a few hours later robbed them of their jewels, were no figments



ON THE WESTERN FRONT: GENERAL MEWBURN, CANADIAN MINISTER OF MILITIA. ADDRESSING MEM OF THE CANADIAN CORPS TRAMWAYS.—[Canadian War Records.]





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### THE CHRONICLE OF THE CAR.

State Control of the Roads.

Appropos my remarks in The Illustrated London News of the 13th ult. on the subject of the control of main in connection with the article in that journal which 1

A SUNBEAM AMBULANCE AT WORK: A MOMENTARY MISHAP. The Sunbeam seen in our illustration justified its name by specially recovering from a temporary minkap while being used by the Mechanical Transport in Egypt. Nobody was hurt, and the ambulance, after being hauled out, was driven back to the park under its own power.

appeared to criticise. He takes the line that I seem to assume that the objection of the Autocar to the proposed military control is based on an objection to central control generally. I certainly did not gather that at all. Moreover, I am aware that for years past the journal in question has been very sound on the question of central highways control, which it has consistently advocated, in common with most people who have given the matter of road administration more than a passing thought. However, and particularly as the Editor assures me that he is convinced that a very considerable measure of central control is essential, I can only express my regret that I apparently committed the error of imputing heresy to the Autocar.

The letter then goes on to say that the objection to the proposed system of control by the Military Control Department of Roads and Bridges is based on anxiety

lest the people at the head of the department may not be the very best experts on road matters available. It is reported, says the Editor, that the officer in charge of the department is not a practical road expert, and it is further stated that many of his staff are also men with no practical experience of road maintenance and improve-ment. It this be the case, he says, it certainly would

appear to be most undesirable that practically unrestricted power to control our roads should be put into the hands of this department, apart from any consideration of whether or not the officials at the head of it are military officers or civilians. To sum up the whole matter, a far greater measure of war will be desirable in future; but it is absolutely essential that the men at the head of the central department should be acknowshould have the implicit confidence of the local road authorities, to whom they will be in a

position to dictate.

The Fallacy I fully of the Expert. apprethe point of view, but I am afraid I cannot subscribe to the argument in its entirety. I think I made it fairly clear when writing on this subject last month that I should be entirely against anything

like the permanent militarisation of the main highways. To place the roads the country under a sort of permanent martial law, so to say, would be unthinkable. Nor would a purely military administration be much better, although there is no fundamental objection to it purely as a war measure to be dropped as soon as peace returns. What I had in mind was a central highways con-What I had trol board—a real Ministry of Ways

and Communications-in which the military authority should have a consultative voice, and in which the question of communications should be viewed with an eye to the requirements of rapid mobilisation of troops for defence or offence. I should not object if the latter were given preference, because, as I pointed out,

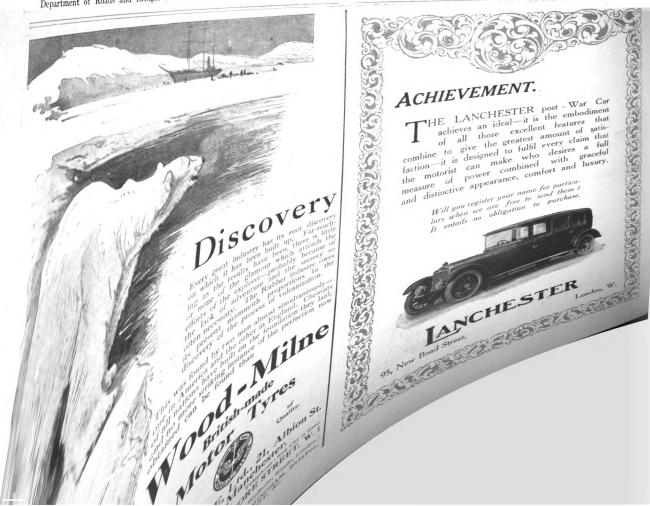
the needs of military strategy will always be found to coincide with those of commercial transport development

To come down to the bed-rock of the objections urged against the proposed new department—namely, that the people at its head are not "experts"—I should be rather inclined to say that it is not at all a bad thing they are not. I am not at all an admirer of the expert in anything Certainly, if it be true that our highways have hitherto been administered by experts, we might do a great deal worse than try others who are not. In any case, it seems to me to be a complete fallacy to think that no one but a to me to be a complete same of the same of practical road surveys such a department as that under discussion, or that  $b_0$ administrative staff is necessarily unfit for its functions because the majority could not pass an elementary hecause the majority could not pass on vicination of road construction. examination in the eccumentum of road construction. Surely we are not asked to imagine that when it came  $d_{00\pi}$ Surery we are not asked to imagine that when it came down to the actual work of building and maintaining roads the military director would himself attempt the work! Quite



TIMBER-HAULING: THE CLEVELAND TRACTOR AT WORK. The war is emphasising the value of the tractor, and the Board of Trade Timber Control are utilising the Cleveland Tractor for timber-hauling from the woods. The drive the Women Forest Legion.

the contrary; his business would be purely administrative, and, so far as the highways themselves are concerned, would be confined to laying down what new roads were to be constructed, and what old ones to be brought up to modern standard of traffic needs, and in what order And to carry out those functions he certainly need not be





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Convewed; a practical road surveyor, any more than the G.O.C. an army need be an expert on mechanical transport. I do not say that the proposed department is ideal, but I really do not isel like cursing it with bell, book, and candle until I know a lot more about it. Whatever its shortcomings may prove to be, it will at least establish the active principle of central control.

Munificent The Fiat Company has made a Donation, donation to the Italian National Foods of the Prince of Fig. 1 (1997). The Prince of Fig. 1 (1997) is fighting the period immediately following the cessation of the war

Motor Schools for War Prisoners, I am told, with the preparation for the suggested motor school for our interned prisoners of war at Scheveningen. have taken to the idea of contributing the necessary the enterprise looks to have all the makings of a great success.

# BOOKS WORTH REA

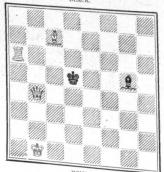
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## CHESS.

RRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

SOLUTION OF PROBLEM No. 3789.—By T. KING-PARKS. BLACK 1. R to R 6th 2. Mate accord Any move ordingly.

PROBLEM No. 3791.—By H. L. F. MEYER. BLACK.



WHITE White to play, and mate in three moves

Correct Solution of Problem No. 3785 received from C.W. Moore (Amherst, Nova Socila); of No. 3786 from A.W. Markwell (Yolo, Greece); No. 3786 from J. Baacson (Liverpoel), Captain Titley (Harrogate), T.A. Yamouth), John Waikinson (Huddersfield), C. Chillandau (Frincley Green), John Validinson (Huddersfield), C. H. Halalau (Frincley Groen), Jacob Verrall (Rodinell), R.C. Durell, George Sorie (Stonebaven), Esperantiste (Angers), J.T. Palmer (Church), T. L. Tumer, and F.W. Simpiena.

Expraintive (Augers), 1 Frainer (Church), T.L. Turner, and F.W. Simpson. oseRect Solutions of Problem No. 479c received from J. Fowler, A.H. H. (Bath), J. Dixon, G. Sorne, J.C. Starkhome (Torquay), H. Gravett Baldwin (Farnham), J. Macintosh (Glasgow), J. Richardson (Newhaven), J. Churcher (Southampton), F. Smart, P. Squire, and J.S. Forbe.

In accordance with our custom, we give for the holiday sease was short games in good chess play we have met with during the past for media

Correspondence Game between the Hampstead and the Cambridge Ton Chess Clubs,

#### (Irregular Opening.)

(Hampstead) (Cambridge Town)	WHITE BLACK (Hampstead) (Cambril
Kt to Q B 3rd P to Q 4th P to K 4th P to Q 5th Q Kr to K 2nd P to K 4th Kt to Kt 3rd B to K 3rd P to Q B 3rd B to K 3rd B to K 3rd B to K 3rd B to Q 3rd B to Q 3rd Kt to R 3rd Kt to R 3rd Kt to R 3rd F to K B 4th P to K K 3rd Q 5thkes B P takes K P B takes B P takes B P takes P	Combridge long to Combridge long long to Combridge long long long to Combridge long long long long long long long long
Kt take: B Q takes Kt Kt to B 4th P takes P	some still earlier flaw in Brack

Game played at the San Francisco Chess Clob, betwee HALLWEGEN. of this character.

		WEGEN,	TANK THE PARTY OF
WRITE (Mr. F.) 1. P to K 4th 2. P to Q 4th 3. P to K B 4th 4. P to Q B 3rd 5. Q to B 3rd 6. B to Q 3rd 7. Kt to K rnd 8. Kt to R 3rd 9. Kt to B 4th 10. P to B 5th 11. Q to Kt 3rd 12. K P takes P	(Frene BLACK (Mr. H.) P to K 3rd P to K 3rd P to K 8t 3rd B to Kt 3rd Kt to K 2rd Rt to Q 3rd P to Q 3rd B to Q 3rd B to Q 8 3rd B to Q 8 3rd K P to kes P Castles B to Kt 4th	white (Mr. F.)  3. Castles 14. B takes B 15. R takes Rt 16. B to Kt 5th Black defends w of timidity, and while White is p The trap, howev on his thirteenth and Black's again	BLACK (Mr. H.) B takes Kt B takes Kt Kt takes P Values R P takes R Re agents Res certain amount looses valuable fine topporting his attack creparing his attack creparing bit att

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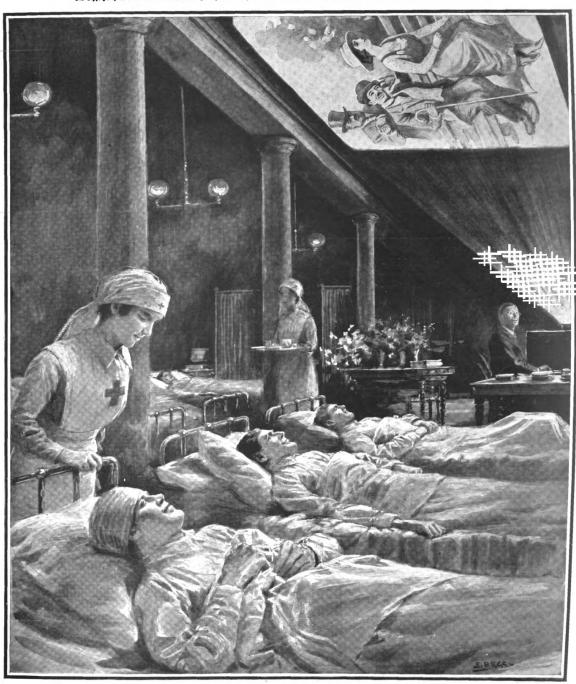
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SATURDAY. AUGUST 10. 1918.

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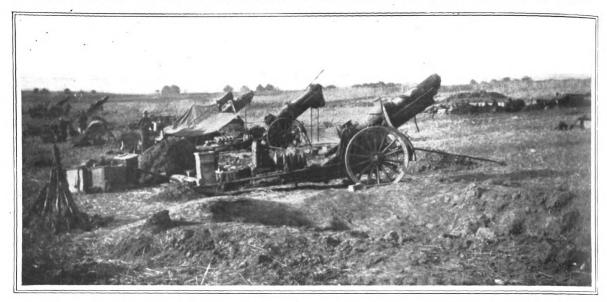
A HOSPITAL-CEILING AS A SCREEN FOR MOVING PICTURES: A CINEMA FOR BEDRIDDEN WOUNDED SOLDIERS AT A BASE IN FRANCE.

A novel use of the cinematograph has been introduced into certain American base hospitals in France. For the amusement of wounded men who are unable to sit up or leave their beds, pictures are thrown on the ceiling above their beds by means of portable projectors.

Thus they are enabled to enjoy the antics of Charile Chaplin and other heroes and heroines

Drawn by S. Begg from an Illustration in "Popular Mechanics," by Courtesy of that Magazine. Copyrighted in the United States and Canada.

# American Gun-Power in the Great Counter-Offensive: A Heavy Battery near Soissons.



IN CAPTURED GERMAN LINES SOUTH OF SOISSONS: A BATTERY OF HEAVY GUNS OF THE UNITED STATES ARTILLERY IN POSITION FOR FIRING.

The splendid success obtained by the United States forces in the great Allied counter-offensive between Soissons and Rheims has been due, not only to the valour of the infantry, but also to the strength and efficiency of the artillery. Among the recent

achievements of the American forces, it may be recalled, was the capture of Fismes, on August 4. On that date an American official communiqué stated: "On the line of the Vesle brisk artillery fighting is in progress."

# Believed to Have Been the Emplacement of a "Big Bertha": A Steel Gun-Platform near Brecy.



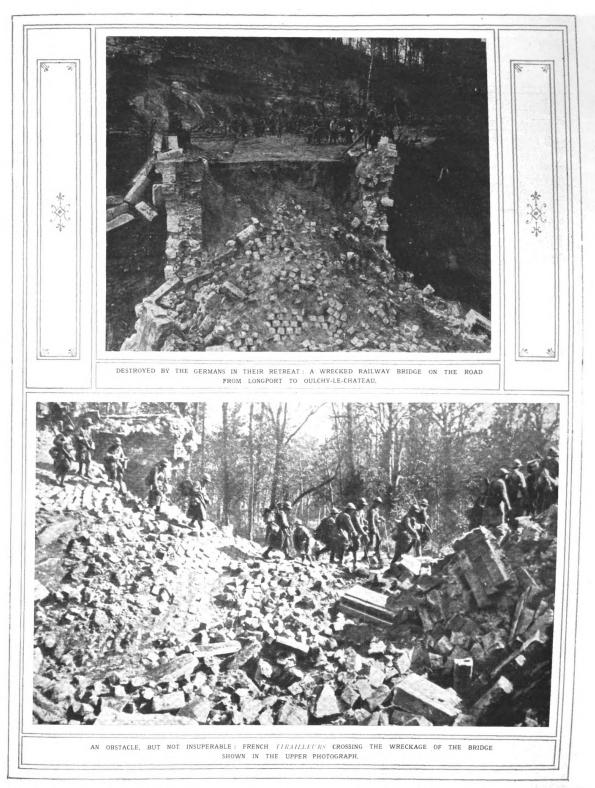
CAPTURED BY THE AMERICANS SOUTH-WEST OF BRECY: A GERMAN GUN-EMPLACEMENT BELIEVED TO HAVE BEEN USED FOR A LONG-RANGE GUN SHELLING PARIS.

It was stated in an Exchange message from Paris on July 26: "The Americans who advanced beyond Brécy found the position of the long-range gun used in shelling Paris.

Though the gun had been removed, the emplacement revealed its purpose." Some doubt strength, being made entirely of steel, and measuring about 12 yards in diameter.

PHOTOGRAPH BY TOPICAL.

# IN THE WAKE OF THE GERMAN RETREAT: A TYPICAL OBSTACLE.



The destruction of bridges, whether over railways or rivers, is a common act of armies in retreat to hamper their pursuers, and the Germans resorted to it frequently during their retirement before the great Allied counter-offensive north of the Marne. The particular bridge shown in our photograph is one that carried a road over the railway from Villers-Cotterets to Soissons, and the troops seen crossing the wreckage—a regiment

Brec

of French tirailicurs—formed part of the reinforcements sent up to the Allied front. It was reported on August 5 that the Germans had destroyed the main bridges over the Aisne, although they were still offering resistance along the line of the Vesle further south, thus endeavouring to delay as much as possible the Allied advance to the Aisne which, from their destroying the bridges, they seemed to regard as inevitable.



### By G. K. CHESTERTON

A WRITER in the Observer has recently quoted, with far too generous a compliment, something that I wrote in this column to the effect that the idealists who are planning a League of Nations should not at least be blamed for their idealism, since to have an ideal merely means to have an aim, and "there is nothing practical in being aimless." I do not complain of his quoting



GERMANY'S FIGHTING LEADER IN EAST AFRICA:
GENERAL VON LETTOW-VORBECK.

GENERAL VON LETTOW-VORBECK.

Like Captain von Müller, of th: Emden," whose forlorn-hope career surprised friends and foes alike, so it has been with the adventurous leader of the German forces in East Africa, General von Lettow-Vorbeck, Whatever may be said of the Fearful excesses committed by his troops—it is a black enough record—the German General has consistently shown talent for guerilla, or partisan, warfare, and bush fighting. Diven out of East Africa, he is now making his last stand in the Portuguese colony in the south; but steadily and surely the British strangle-hold on his remaining columns tightens to the death-grip.

what I said, since, however strange it may seem, I happen to agree with what I said. And, since he honoured me to excess in quoting so much, I naturally cannot complain of his not quoting more. Nevertheless, the passage by itself might be taken as part of a very different philosophy. And it is the paradox of quotation that, while the part can never be greater than the whole, it can sometimes cover and hide the whole. I know the Observer would be the first to agree that a man should leave as little ambiguity as possible about his opinions on the Great War and the great peace that will follow it.

Briefly and broadly, then, what I meant to maintain about the League of Nations was this: that, whatever we may find to blame in the idealists who write about it, we ought not to blame them for stating their ideal in its most extreme idealistic form. This is the thing for which they are chiefly blamed, and this form of blame is wrong. Such extreme statement is not only more honest, but more practical. It is more practical whether the is right or wrong-indeed, it is specially practical if the ideal is specially wrong. For those who agree with the ideal, it is the finest inspiration. For those who disagree, it is the fairest warning. What is really dreamy and dangerous and anarchic is precisely that sham "practicality" of beginning to do something, without clearly knowing what we are really doing or why we are really doing it. And the real case against a League of Nations, as preached by some of its prophets, is precisely that the name does not represent their real ideal—but, at the best, a step towards their real ideal; and, at the worst, a mere disguise for their real ideal.

It is that what they really mean is not what Mr. Wilson calls a League of Nations, but what Mr. Wells calls a World State.

It would be easy to make the point clear by parallels that would be at once more familiar and more fantastic. For instance, a man might hold that we should reach a broader brotherhood if men no longer lived in private houses, but all lived in one vast public house, or (since that noble name may shock the sensitive-or rather, the snobbish) in one vast hotel. If he sincerely held this view, it would be much better that he should say so that he should draw up the plans and define the conditions of the hotel as an hotel. That the initial expense might be rather great, that the ground-plan would be rather large, that it would be difficult to get hold of all the land, and still more difficult to get the people to live on it-all this would be no argument against a man who wanted this saying clearly what it was he wanted. On the contrary, those who disliked the idea would have as much reason to thank the theorist as those who liked it; he would be defining for them the thing they disliked. What they would really resent, what we should all resent, would be his beginning to abolish private houses bit by bit. We should probably feel a little vexed if the neighbour next door began to make holes in the wall. with the object of opening up closer communications with his fellow-creatures. We should be

annoyed to discover that he had quietly and tactfully removed the wall itself, leaving us in a large and commodious apartment partly occu-pied by somebody else's family. We should generally resent the claims of other families to overflow into our family without warning. And all these things would be unpleasant precisely because they would be what some people call compromises, in the of immediate and workable applications. They would be well within the sphere of practical politics —that is why they wou'd be an abominable nuisance. Communist housekeeping as an ideal is tolerable, because we know whither it leads and whether we want it or not. As a tendency it is intolerable, for nobody knows where a tendency will lead. And it is these early moderate steps that men rightly dislike-like the first step across the threshhold of the uninvited guest. It merely means establishing burglary as a compromise with communism

It would be easy to give scores of similar cases. A man may say seri-ously, as Plato or Bernard Shaw might say (though I hardly think seriously) that all babies should be mixed or changed at birth, like the babies in "The Bab Ballads." He might say that all children should be brought up as children of the State, like the children of a Foundling Hospital. This would be intolerable to everything that most of us mean by Christian commonsense. But even this would be better than the same thing done bit by bit-or rather, baby by baby. It would be better than philanthropists behaving in reality as gipsies do in romance, and kidnapping a child according to their mere taste and fancy. It would be better than a state of things in which a father of a family had to count his children every evening, to see that none of them had been snatched away by a stray policeman. In these matters men can endure the idealist, but not the idealistic opportunist. They cannot endure the mere progressive, especially the practical progressive. And along with these things, like the home and the family, goes the thing called the nation. They will not have the freedom of free States gradually filched away, by any sort of cosmopolitan conspiracy, on any ethical excuse. If a man says he has no patriotism, they may give him the respect due to a high-minded lunatic and (more fitly) the respect due to an unhappy man.

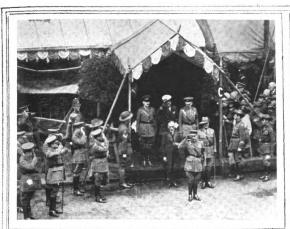
A League of Nations, I repeat, will be an admirable idea if it means a league to defend the nationality of nations. Such a thing might well exist—an agreement for the special punishment of a disregard of national frontiers, as in Belgium; or for the recovery of national provinces, as in Alsace. But a League of Nations, in the sense of something to internationalise nations, is not an ideal at all. It is a mere stop-gap. In short, I am in favour of an alliance of States to fight for the independence of each; I am not at all in favour of a new State expressing merely the interdependence of all. And I think this explanation sufficient to distinguish my own view from much that is to-day trumpeted under the name of a League of Nations.



Like most of the prominent German Generals in the war, Field-Marshal von Eichhorn was a Prussian Guardsman. He held various corps and army commands on the Eastern front during the campaigns against the Russians of 1914, 1915, and 1916, and was one of Hindenburg's principal lieutenants. In March last he was promoted to Field-Marshal, and shortly after that he gave up his command in the field as leader of the German Tenth Army, to take over charge as Military Governor of the German forces occupying the Ukraine. From all accounts, he exercised his powers in the most brutal and oppressive manner, terrorising the country by constant executions. Von Eichhorn met his death from a Russian assessin's bomb at Kieff, the capital of the Ukraine, on July 30, while walking in the streets between the German military club and his official residence.

# WAR SYMBOLS AND CEREMONIES: AT HOME AND AT THE FRONT.

PHOTOGRAPHS BY L.N.A., OFFICIAL, NEWSPAPER ILLUSTRATIONS, LTD., YOHAGI, AND TOPICAL.



THE OPENING OF AUSTRALIA HOUSE BY THE KING: HIS MAJESTY ACKNOWLEDGING THE SALUTE.



A DUMMY GERMAN TO KEEP OFF BIRDS: A SYMBOLIC SCARECROW ON A SOLDIER'S VEGETABLE GARDEN NEAR THE BRITISH FRONT.



"IN MEMORY OF THOSE WHO HAVE FALLEN": THE BISHOP OF LONDON BLESSING THE WAR-SHRINE IN HYDE PARK.



PRINCE ARTHUR OF CONNAUGHT IN JAPAN: HIS ROYAL HIGHNESS RECEIVING AN ADDRESS FROM THE MAYOR OF YOKOHAMA.



THE WAR ANNIVERSARY SERVICE AT ST. MARGARET'S, WESTMINSTER: (L. TO R.)
QUEEN ALEXANDRA, QUEEN MARY, CANON CARNEGIE, AND THE KING.



HEADING THE COMMONS PROCESSION TO ST. MARGARET'S: (L. TO R.) MR. WHITLEY,
MR. BONAR LAW, MR. BALFOUR, AND MR. LLOYD GEORGE.

In opening Australia House, in the Strand, on Saturday, August 3, the King described it in his reply to the Address as "this magnificent building, the future home of the Commonwealth Government in the Metropolis of the Empire."——The second photograph shows two old soldiers at work behind the lines in France, helping to grow vegetables for the Army, with a dummy German soldier to scare away the birds.——On August 4 the Bishop of London blessed the flowers on the War Shrine erected near the Marble Arch, in Hyde Park, "in memory of those who have fallen."——Prince Arthur of Connaught arrived at

Yokohama for his official visit to Japan, which proved such a striking success, on June 18.— On Sunday, August 4, the fourth anniversary of Britain's declaration of war was celebrated throughout the country by special services of thanksgiving and intercession. That held at St. Margaret's, Westminster, was attended by the King and Queen, Queen Alexandra, and other members of the Royal Family. The Lords and Commons walked to the church in procession, the Commons going first. Canon Carnegie, seen in one of our photographs, is Rector of St. Margaret's.

# **BOMBING SUBMARINES.**

## **(3)**

### By ARCHIBALD HURD.

WHAT may rank as one of the most curious incidents of the war which is being waged on the enemy submarines occurred the other day, when a German U-boat voluntarily surrendered to a lightly armed British drifter. That points to a remarkable change in conditions at sea. When the policy of piracy was first adopted by the Germans, their submarines had things very much their own way, because few merchant-ships were armed and the Nacy was short of small craft. For some time the Germans were able to send to sea a large number of U-boats, and the officers and men of those vessels rather enjoyed the pursuit of what they regarded as a sport which was then associated with little danger.

But now the conditions at sea have changed; as Commander Rose, one of the most experienced U-boat commanders, recently explained in a lecture which he delivered at Munich. Instead of being the hunters, the submarines are hunted.

The number of patrol craft has been enormously increased since the Germans began to sink merchant-ships towards the close of 1014. Some indication of the progress which is still being made is suggested by the action of the Navy Department at Washington in asking Congress to vote nearly 26,000 more officers and men for duty in

the new destroyers which are being built in the yards of the United States and will pass into the American Fleet during the next twelve months. At the same time, British shipyards will also be turning out destroyers and other vessels suitable for chasing enemy submarines.

Not only is the number of small craft being rapidly increased, but the ingenuity of the Allied Navies, and conspicuously the ingenuity of the British Navy, is finding expression in a variety of ingenious devices. Considerable success has attended the recent mining policy; the hydrophone, which enables the movements of a submerged submarine to be heard, has been successfully developed; and what are described as "depth charges" are being used with increasing results.

Recently a lightly armed British drifter had an enemy submarine under gunfire, and, doubtles much to the drifter's surprise, the commanding officer of the submarine indicated that he and his companions wished to surrender. The position of the British skipper was an embarrassing one. Nothing of the kind had ever occurred before—one of the most perfectly developed war-ships of her particular type surrendering to such an opponent. The captain of the drifter quickly determined that he could not refuse the surrender, but he took

precautions against feul play. This particular submarine had been hunted persistently for seventy two hours, and during that period no fewer than thirty-five depth charges had been dropped near her, each one producing a terrible explosion. The nerve of the officers and men was thus broken.

What, it may be asked, is a depth charge? It is one of the most deadly weapons employed. It consists of a kind of mine which is fitted with a hydrostatic valve : as the depth charge sinks in the water the pressure increases until it is sufficient to operate the valve, and then the depth charge explodes with terrific effect. Of course, the valve of the depth charge can be set to practically any depth, as circumstances may decide. Some day we may learn first-hand from the Germans what it feels like to be submerged in the water when these devastating explosions occur one after another round a submarine. The crew must realise that at any moment the frail hull of the submarine may be pierced; in that case death under the most agonising circumstances is their fate. As Sir Enc Geddes remarked the other day, "These depth charges are one of the most potent weapons we have against the submarine." Commander Rose Commander Rose has fully confirmed that conclusion. Immediately a submarine is seen, it is pursued with resource, courage, and persistency.

## THE TRADITION OF ENGLISH SCHOOLS.

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#### By E. B. OSBORN.

THE educational system of this country is to go into the melting-pot, and it would seem the intention of the more zealous reformers to secure uniformity at any cost. I pass by such violent sayings as that of a minor Labour leader who assured me that his friends intended to seize Eton, Winchester, and other famous Public Schools, as soon as peace breaks out, and use them as seminaries for the sons of working men. It this fine plan could be carried out, it would not have the effect he anticipated for it is certain that the genius loci at Eton, for example, where there is a room panelled with Spanish Armada timbers, would so far prevail in the end as to prevent the place becoming a nursery of Bolshevism. school, like a famous regiment, has an immortality of its own. If all the soldiers belonging to the one be killed, and all the pupils of the other be dismissed, the spirit of either institution will yet survive and set its mark on the soul of each new member. The statesmanlike plan (as Mr. H. A. L. Fisher himself believes) is to keep the vital tradition of the Public School inviolate and use it as an instrument in a great levelling-up process.

The English Public School originated in dissatisfaction with the monastic schools, which only made sham scholars and sham saints. Espionage and the rod were the pilars of the latter; and a frequent complaint recorded by a mediacval inspector against the monasteries he visited was that the pupils "did not inform against one another." Bishop Grandison of Exeter, the greatest Churchman of his generation, is one of innumerable witnesses to the futility of the monastic method of teaching, which compelled boys to learn Latin prayers and creeds by heart without understanding the meaning of a single word. Such schools produced shittless, uncouth, and ignorant lads of the type described in John Lydgate's oft-quoted verses—

Loth to rise, lother to bed at eye;
With unwashed handes reedy to dinner;
My paternoster, my crede, or my believe
Cast at the cook, lo! this was my manner!
Waved with each wind, as doth a reed-spear;
Snibbed of my friends, such tetches to amend,
Made deaf ear, not to them attend

They did not make the men of action and transaction needed for the enlarging of England, who would subordinate self to the service of their country. So William of Wykeham founded the first Public School, which was designed to give boys the self-same training, as far as possible, as

was received by the pages in a knightly home of the "mess of young lords" who attended Cardinal Wolsey. The new institution was founded on two great principles—first, that character is destiny; second, that the only durable form of equality is the chivalrous parage—that is, the theory that all men are equal who serve something other than self to the best of their powers.

The Fublic Schools of to-day are good, bad, and indifferent. But they all aim at laying the foundations of character, even if some only succed in creating "form," which is merely a look-see of convention. They all teach by means of games, the substitutes for the old chivalrous exercises, that the individual must set the good of his side above his own. That the root-tradition is still living and fertile is apparent from the records of their war service. Without the tens of thousands of "Old Boys," who knew how to obey and command, the New Army could never have been officered. They must be mended, not ended—the lack of intellectual keeness, the Englishman's chief fault, must be made good by a better curriculum and better teaching. But the varied life will go out of them all if they are put into the pwer of the bureaucratt.

# FERDINAND'S DEAL IN GEESE.



### By MAJOR W. WHITTALL.

T() the most casual observer it has long been obvious that I are obvious that Ferdinand of Bulgaria is a monarch who is, to say the least, lacking in certain of those characteristics which we call kingly attributes. As a "Czar" he has been a failure. He took the lead in the attack by the Balkan Powers on Turkey in 1912, which attained such a measure of military success that towards the end it began to look as though Turkey was fated to disappear from the map of Europe. Ferdinand himself, be it said, was exceedingly careful not to get within range of the Turkish guns-his life was far too precious to Bulgaria (and, incidentally, to himself) to be unnecessarily risked, although he was passing fond of posing as a great soldier, at a safe distance from the battle-front.

When the war had been conducted to a successful conclusion, Ferdinand, by the grasping policy which he formulated during the settlement, again managed to plunge his unfortunate country into war—this time with his recent allies—and became the instrument of throwing away practically all the gains the gallantry of his troops had secured, and nearly lost his throne as a consequence. Again,

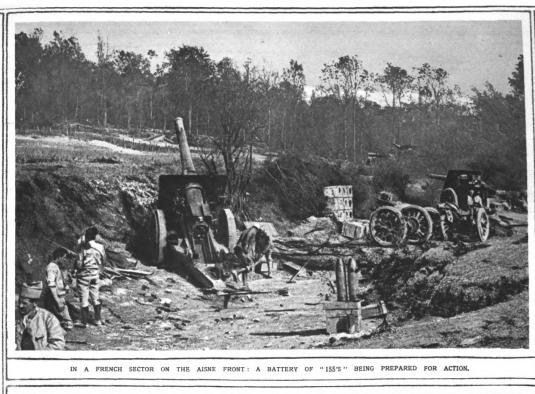
when the present war broke out, Ferdinand brought his genius for intrigue to bear. He was willing for a time to sell his assistance to the highest bidder but when the tide had apparently set in against the Entente group he decided that there was nothing like being on the winning side, and that an alliance with Germany and her partners would of a certainty enable him to pay off his score against his whilom allies turned enemy. So the act was consummated, and Bulgaria entered the war against the Entente—and Ferdinand put his money once more on the wrong horse.

He seems to have thought, however, that even if he had to wait until the end of the war to secure the major advantages he expected to gain, there could be no serious sacrifice of kingly dignity in making money for his own personal pocket out of the necessities of his dear ally, Germany. The latter needed food, of which Bulgaria had a certain amount to spare. So Ferdinand entered into an arrangement with his Prime Minister, Radoslovoff, and a company was formed, in which these two worthies held most of the shares, for the purpose of trading in food-stuffs.

That the company was not exactly run on philanthropic lines is demonstrated by the story of one of its deals. Ferdinand and Co. purchased some 15,000 geese, for which they paid an average of 1 fr. 50 per head. By this time these birds were sorely needed for Bulgarian consumption; but Germany seems to have offered the best market, and to Germany they were sold at 45 marks per Whether it was this transaction in geese which brought matters to a head is not known, but what we do know is that at the time it was consummated the Bulgarian troops in the field were actually on the verge of starvation. The next move was that in June last a deputation from the army waited on Ferdinand with an ultimatum to the effect that either he or Radoslovoff must gohe could take his choice. Knowing what we know of the character of this pinchbeck kinglet, we can imagine that it did not take him long to make up mind. At any rate, Radoslovoff was immediately dismissed. All sorts of reasons were given for his fall, but the real truth of it is that it we brought about by the food transactions of the firm of Ferdinand and Co., of which the deal in geesc is an example.

# A WAR CONTRAST: DEATH-GIVING AND LIFE-GIVING WORK.

FRENCH OFFICIAL PHOTOGRAPHS.





Two war-created contrasts stand out in sharp contradistinction in the pair of illustrations on this page. In the upper, Boche-killing machinery (a 155-mm., or 6-inch, battery) is seen being prepared for getting to work. Peace-time harvesting machinery at work, with soldiers in charge, to provide the daily bread of France, is seen in the lower picture. The two photographs were taken in sectors on two adjacent war-fronts. One, the upper,

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is from the Aisne front, where, at the moment of writing, General Foch's offensive, or series of offensives, is developing new situations, of no favourable omen for the already hard-hit enemy. The lower photograph was taken on the Oise front, within the warzone, within possibility of long-range enemy shrapnel ranging across the neighbourhood, as the steel helmets worn by the harvesting soldiers make evident.

# III.—AMERICA, THE LARDER OF THE ALLIES.

THE Bridge of Ships and the soldiers who have crossed, and will cross on it, referred to in previous issues of *The Illustrated London News*, form but two parts of the foundation structure of America's war effort. The other absolute essentials are food and munitions, and of these food is the more important.

Germany built many of her hopes of victory upon her firm belief that she could starve those whom, by brutal efforts at conquest, she chose transform into enemies. Every major detail of her submarine campaign has struck at food. Attacks upon transports, passenger vessels, and hospital-ships have been fancy frightfulness, thrown in, so to speak, for bad measure.

Mr. Hoover himself (and he is the soul of

caution) declares in general terms, indeed, that the days of the Allies' anxiety with regard to food may be considered past, and promises that while the United States during the last twelve months has exported to her friends upon this side 10,000,000 tons of foodstuffs, she will export within the next twelve months almost twice as much, or 18,000,000 tons. To this Canada, no less intelligent, no less self-sacrificing, can add 3,000,000 tons. giving a grand total for the current year, from over the Atlantic, of not less than 21,000,000 tons. In the meantime food reserves upon this side have been, and will be, built up, so that any sudden acceleration of the U-boat menace (an unlikely thing) may be nullified.

It was his task of feeding Belgium and Northern France, where, at the beginning of the war, ten million people were threatened, which fitted Herbert Hoover for the mighty work he has performed and still performs. Ere he had

eased Belgium, as he has explained, "the food supplies of 500,000,000 people beyond her borders also were endangered."

To-day a full belligerent, America is confronted by the grim necessity not only of supplying her war-partners to the measure of their need after a still further depletion of their man-power, but millions of her own producers have been taken from their normal tasks and transformed into soldiers—not food-creators, but consumers. She has not faltered before this unprecedented task. Instead she has given thought to three possibilities: augmentation of production, reduction of consumption, restriction of export to all except the nations fighting against Germany, finally resolving to follow all three paths to the great goal; and, despite her labour shortage, and the ever-growing needs of her own armies, her exports to her Allies have increased, not lessened. Hoover recognised the psychological condition,

realising (as he says) that "the people's heart was more potent than the people's stomach." His decision was in favour of voluntary rationing, and his judgment has proved sound.

Since the war began, America has sent overseas to the Allies (including Russia) sufficient foodstuffs to provide entirely for the support of 57,100,000 persons for the full period of the war's duration up to date. Her food contributions, alone, could have supported far more soldiers than ever have been upon the Allied front at any one time during the great contest. Ninety-nine per cent. of them have been sent to England, France, and Italy; by far the greater portion of them, enough wholly to support 27,334,441 people for one year, having been assigned to the United Kingdom. This has been as if more than six million Englishmen had

with them the Allied world's supply already has wonderfully improved, for in spite of them, America continues to economise. The voluntary use of substitutes continues in nearly every household, so that great reserve stocks may be built against the possibility of shortage later.

By Edward Marshall.

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Those "bumper" crops are sheer good luck or Providential mercy, as one chooses. Their garnering and threshing are in full process now, the workers, nationally organised, moving slowly northward in a roughly disciplined, laborious and splendid pilgrimage from the Southern States, among which Texas and Oklahoma are the principal early wheat producers. Their ordered progress will not cease till they have finished with the crops of the peculiarly grain States, Minnesota and the two Dakotas, close on Canada. What

are the "bumper" crops? Winter wheat will reach the utterly unprecedented total of 600,000,000 while spring wheat promises a 25 per cent. advance over last year's 233,000,000 bushels Government predictions suggest, in all, something between 900,000,000 and 1,000,000,000 bushels. or, approximately, 300,000 ,000 bushel more than last year's

Now as to America's meats. Here the situation is every bit as good as that shown by the wheat supply. In May the British Government ordered 250,000,000 pounds of meats from the American plants, almost timidly asking deliveries within three weeks. The entire order was en route sooner than had been requested. It was a good omen which is working out. During all the years of war America has given great attention to augmentation of the meat supply, a task extraordinarily simplified by her possession of immense facilities for retrigerated storage. Her beef pro-

duction has not decreased recently, and the war has brought about an amazing growth in pork Within nine to twelve months, with a fodder consumption, as compared to that required by beef of one to four, a volume of meat can be created through pork-culture, equalling the possible beef-increase of about ten America, therefore, wishing to fight a quick war, has turned to this quick meat supply. has been the increase of pork-growing in America that Mr. Hoover does not hesitate to say that the United States at this moment is prepared to meet the total meat-needs of all the Allies, and its own, with pork alone. At present the average daily American meat shipment to all the Allies is about nine million pounds.

Everything points to an undeniable, a sure, an absolute food-safety for the people of the Alliei nations. It makes the winning of the war a mathematical certainty.



RECEIVING "ONE HUNDRED THOUSAND THANKS" FROM BRITISH CHILDREN TO AMERICAN CHILDREN:

MR. HERBERT HOOVER, THE UNITED STATES FOOD CONTROLLER, IN THIS COUNTRY.

The other day Mr. Hoover received purcels of letters conveying one hundred thousand thanks from the children of Great Britain to the children of the United States, for their self-denial and economy at the table. The little girls seen with Mr. Hoover conveyed the thanks.

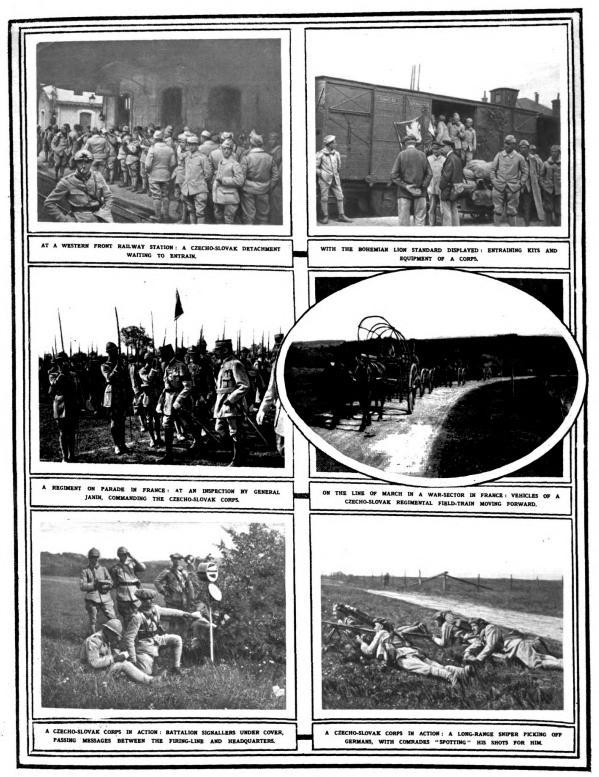
\*Photograph by Tobical.\*\*

received from America every ounce of food which they have eaten during the entire period of the war. The food sent to France since Aug. 4, 1914, has been enough to completely satisfy the needs of half as many; while in Italy have been supplied half as many as in France. Here are striking figures for three months and a-half, merely hints of many mighty totals—

Fresh beef - 443,484,400 pounds
Butter - 28,996,897 ...
Condensed milk - 126,356,675 ...
Cheese - 103,495,426 ...
Oily cattle foods - 611,656,154

With regard to wheat, America recognised from the start that decreased consumption was less vital than increased production. It was principally through enlarged acreage and enthusiastic cultivation that it was hoped to make ends meet. Without bumper crops these measures would have served, but "bumper" crops have grown, and

# AN EVER-INCREASING MENACE TO GERMANY: CZECHO-SLOVAKS.



As the Hebrew prophet's cloud in the East no bigger than a man's hand grew rapidly till it overcast the skies and drenched the land in rain, so it seems likely to be the case, as events are shaping, with the Czecho-Slovak forces in Siberia and Russia. They were originally Czecho-Slovak battalions of the Austrian Army, captured wholesale by the Grand Duke Nicholas's Russian forces in the victorious Galician campaigns of 1914 and 1915. Freed with all the prisoners in Russia at the Revolution, but prevented by the Bolsheviks

from returning home, little by little the scattered prisoners at the dep8ts drew together. Since then battalions, armed from captured Russian arsenals, have been formed among the ex-prisoners. At time of writing, Czecho-Slovak forces hold the main strategic points along the railway from Vladivostok to the Urals. At the same time, other Czecho-Slovak in France are enrolled as soldiers under their national Bohemian Lion standard. They already form an army corps, attached to one of the French main armies.

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# SCIENCE JOTTINGS

ANCIENT WARRIORS OF THE MARNE.

THE eyes of all the world are now fixed upon the Marne, for tremendous events are taking place there. Never, in all its history, has it

played so great a part in the destinies of France as during these last four years of fury. And the Marne is a river with a past. The revelations which have just come to light of the fate of Chateau Thierry at the hands of the Hun hordes—revelations which show that their lust for pure beastliness has lost none of its virulence—leave no ground for hope

that they will make any attempt to spare such relies of the distant past as may chance to eatch their notice. And the kine is rich in such relies—though, happily, they need no little skill in finding, for they date back to prehistoric times ranging from the days of the Stone Age to the dawn of history.

The retreat of this foulminded brood towards the Vesle will probably mean the doom of the celebrated "Menhirs," or standing stones, of the Marne Valley. These date back to about 6000 B.C., and are remarkable for the fact that they bear curiously sculptured designs, of which the most striking is a conventionalised representation of the human face. This, and the general character of the ornamentation, bears a close likeness to that found on early objects from Hissarlik the Greek islands. These "menhirs," it may be mentioned, are apparently memorial stones to distinguished dead, and are akin to the more imposing array of pillars such as are to be seen at Stonehenge.

These megalithic monuments mark the appearance in Europe of a new race. bringing with them new customs-and, what is still more important, the use of metal. Of their customs we learn something from their burial - places - as, for example, at Lignon, where an interment contained bones of animals split for the extraction of the marrow, and the lower jaws of several children, ground stone axes, and incised bones, the whole showing unmistakable traces of fire. There is something uncanny about this association-a suggestion that the

children might have furnished at least part of the feast! It may be, however, that the split bones were intended to serve as food, in the spiritworld, for the children. In another burial-pit, found at Tours-sur-Marne, a great quantity of human remains were found, and with them ground flint axe-heads and arrow-heads. Some of the human bones were discoloured by a bronze bead which lay amongst them, and it is just this fragment which fixes the date of the burial as within the "Bronze Age."

Of the succeeding "Iron Age" the Marne area contains some quite remarkable relics in the form of "chariot burials"—relics of battles long forgotten. These carry us back to somewhere about

AFTER THE DISASTROUS FIRE IN FEZ, WHICH IS BELIEVED BY SOME TO HAVE BEEN CAUSED BY GERMAN AGENTS: THE FAMOUS SANCTUARY OF MULAI IDRISS, STANDING AMID RUINS—PHOTOGRAPHED FROM THE KAISARIA BAZAAR.



AFTER THE DISASTROUS FIRE IN FEZ WHICH IS BELIEVED BY SOME TO HAVE BEEN CAUSED BY GERMAN AGENTS: IN THE FOREGROUND, THE MAIN STREET OF THE ATTARINE; IN THE BACKGROUND, THE BENI MERIN KUINS.

The disastrous fire which broke out at Fer some weeks ago is believed by some to have been the work of German agents. It started at four points in the great Kaisaria Bazaar. Some 9000 square yards in the commercial centre of the city were destroyed, and nearly a thousand shops were burnt out. The French authorities worked splendidly to stop the spread of the flames, and they were successful in halting them at the very doors of the Caroutine Mosque and the famous sanctuary of Mulai Idriss, one of the most venerated shrines of Northern Africa.

295 B.C., when Gaulish warriors were buried in their chariots. Two particularly fine examples of such burials were discovered—the one at Somme Bionne, the other at Somme Tourbe. The latter, known as the La Gorge Meillet burial, is the richest of its kind known. The grave contained two warriors, one exactly above the other, the heads being at the south end of the grave, and the horse-

harness at the other. It contained, besides, a wonderful collection of ornaments set with coral, a bronze helmet, sword, lances, and spear-head, and pottery. The helmet belonged to a type particularly rare.

The Somme Bionne tomb contained but one body, laid between the two wheels of a chariot placed in separate trenches below the general level of the grave. Another trench at the feet of

the body contained the bridles, bits, and trappings of two horses. Connecting this trench with the cavity containing the body was a narrow channel, two feet six inches long, in which lay the pole of the chariot. The whole was surrounded by a circular fosse over three few wide, and with a diameter of about eighteen yards.

This was evidently the grave of a warrior of distinction. On his left lay three iron lances and a knife; on his right lay his sword. A plain gold fingerring is worthy of special mention, since such are rare at this period. Openwork bronze plates and moulded discs of very beautiful design, belonging to the harness, and a bronze flagon, appear to be of Greek workmanship. And the chariot was of the model common to Greek and Egyptian chariots, being open at the front, Though more than fifty chariot-burials have been found in the department of the Marne, only about thirtyfive have been found intact, the rest having probably been rifled by the Frankish invaders for the sake of the ornaments of gold they contained.

Similar chariot-burials, it worthy of note, are found with us—as, for example, in Yorkshire—though in no case have these tombs been so richly furnished. But they are evidently those of the Marme graves—the stalwart, fair-haired, round-headed "Bronze Age" man, who survives among us to the present day. One of these graves, found near Market Weighton, East Riding, contained so rich a store of furniture that it is known

as the "King's Barrow." In it lay an old man, head to the north, and arms and legs crossed. Near the head were the skulls of two pigs! On either side of him lay the chariot wheels, and under them the skeletons of two small horses, with their harness, furnishing us with valuable evidence as to the type of horse used at this time.

W. P. PYCRAFT.

# THE BOLSHEVIKS AT MOSCOW: A LOCAL "MIRACLE" AT THE KREMLIN.



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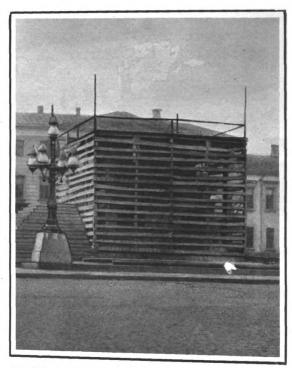
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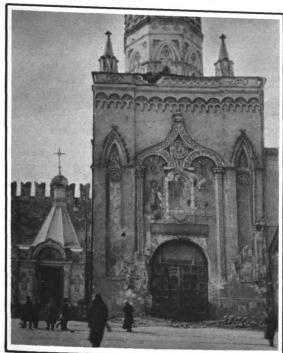
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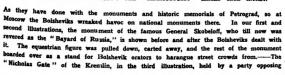
THE NATIONAL MONUMENT TO THE "BAYARD OF RUSSIA": THE SKOBELOFF STATUE IN MOSCOW, AS IT WAS BEFORE THE REVOLUTION.



THE SKOBELOFF MONUMENT UNDER THE BOLSHEVIKS: THE STATUE CONE, AND THE MONUMENT A STREET ORATORS' PLATFORM.



THE IKON-DECORATED "NICHOLAS GATE" OF THE KREMLIN THAT SOLDIERS REFUSED TO BOMBARD UNTIL FORCED: THE "MIRACULOUSLY" MISSED IKON INTACT.



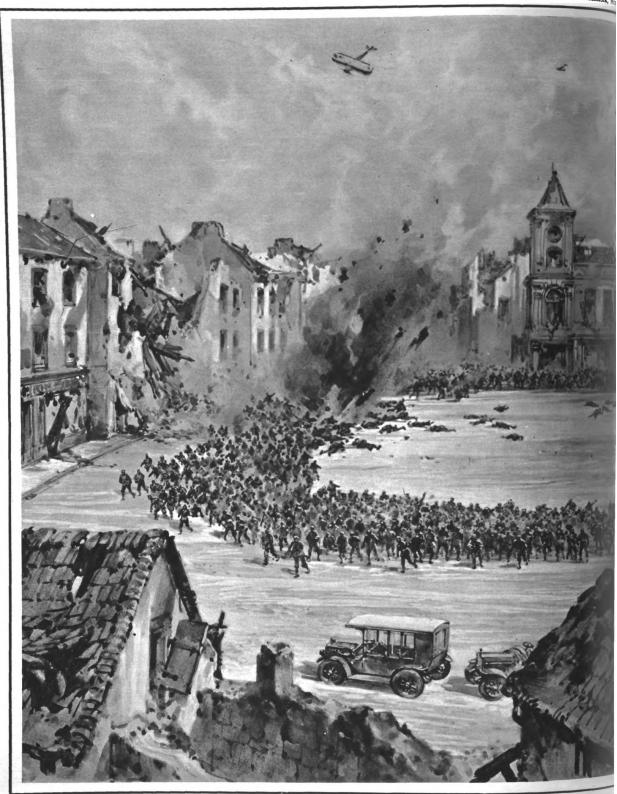


WITH FACE KEPT VEILED SINCE THE REVOLUTION: THE MOSCOW STATUE OF TSAR
ALEXANDER II, WHO ABOLISHED RUSSIAN SERFDOM.

the Bolsheviks, was bombarded from 300 yards off with a single gun. On the gate was an ikon, and, in consequence, the Bolsheviks could not induce the soldiers to open fire for some time. At last an artilleryman was found, and forced to fire the gun. For hours he fired, but the gate was little damaged, while the ikon remained untouched—by a miracle, as Moscow people regarded it.—The fourth illustration shows the statue of the Tsar Alexander II., who abolished serfdom in Russia, with the black well that has draped the face for the past fifteen months.

# AMBUSCADED FROM THE CLOUDS: A BRITISH

DRAWN BY H. W. KORKKOEK, RO



WHILE PARADED TO HEAR THEIR GENERAL'S SPEECH!—GERMANS IN A MARKET-PLACE AT LOW-LYING CLOUDS; AND THEN

A daring coup by British airmen is illustrated above. It was in the nature, if one may use the simile, of an aerial ambuscade, a surprise attack carried out with bombs and machine guist by utilising the screening aid of friendly clouds. As related by the eye-witness who supplied the material for the drawing, a certain German General one day recently had a number of troops under his command specially paraded in the place, or market square, of a small town, just in rear of the enemy's line, in order to harangue them. As we know from prisons, accounts sent by newspaper correspondents, there has been a good deal of speechifying by German Generals to their regiments of late, to exhort the troops to make a better fight of it



# WESTERN FRONT SURPRISE FOR THE ENEMY.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



TOWN BEHIND THEIR LINES ATTACKED BY ONE OF OUR BOMBERS, SWOOPING FROM BEHIND ESCORTING 'PLANES WITH MACHINE-GUNS.

than some of the enemy units have done, and also finding serious fault in other instances. On the occasion illustrated, when the troops were all massed, and the proceedings were in full swing, a British bombing 'plane suddenly appeared overhead, swooping from behind a bank of low clouds. It dropped its bombs in quick succession, right in among the massed ranks of the soldiers in the square, causing casualties on all sides, and throwing the parade into hopeless confusion. Before the swaying mob of Germans could get under cover, the small British scout-machines escorting the bomber joined in, and finished the business at close quarters with their Lewis guns,—[Drawing Copyrighted in the United States and Canada.]



# THE BOMBER BREAKS THROUGH: A BRITISH TV

Concerning this picture, Boyd Cable writes: "The tons of bombs dropped by our flying-men every day do so much damage to vital points and to the enemy moral Concerning this picture, story came writes: The tons of bombs dropped by our flying-men every day do so much damage to vital points and to the enemy more the Germans are bound to do everything possible to interrupt the work of our bombers. Formations of their fighting-scout class machines attack the bombers is ince these single-seater scouts are specially designed and built for fighting work, and to be handler and faster than two-seaters, especially when these are heavily lades bombs, it might be supposed that the scout-machines could give the bombers a very bad time. But, thanks to the design, build, and power of machines and engine our two-seater classes, they more than hold their own in fighting and, on occasion, turn the tables effectively on their attackers. One of our bombers, returning from the contraction of th



# ATER OUTWITTING FIVE ENEMY FIGHTING SCOUTS.

raid, was cut off from the lines by five fighting-scouts, which manoeuvred to turn him west, and attack in concert. The pilot, without hesitation, made straight for the leader opening fire as he flew. The leader went down headlong and crashed. Cowed, apparently, by his swift and certain fate, the others swerved aside, and, through this opening, our bomber dashed. As it broke through, the observer brought his gun into action, and opened a hot fire on the other hostiles which followed, pressing their attack. One of these he shot down, and another whirled down, evidently damaged, and unable to continue. The bomber had been badly shot about and, with tail-plane bracing-wires cut through, was in danger of the tail carrying away. The combat, therefore, was broken off, and our bomber returned safely."

THE UNITED STATES AND CANADA.

#### ON **TANKS** AIRCRAFT. AND

I F anyone wanted to set forth the absolute antithesis among engines of war in these days, he would probably fix on tanks and aircraft. There seems no apparent relationship between the swift aeroplane, mobile and fragile, and the slow, semi-invulnerable tank, save that both are driven by internal-combustion engines. Yet, when one comes to consider the operations of these two vehicles - each in its own direction the greatest of developments in weapons of war - one finds that they are closely allied.

"wireless" is an equally good method of directing artillery against tanks. Moreover, besides being less vulnerable than a balloon, the aeroplane can follow the movements of tanks more closely, owing to its own mobility. Tanks may hide themselves from balloon observation by moving behind woods and rows of trees, but they cannot thus hide themselves from the ubiquitous aeroplane.

From this one comes to other developments clearly foreshadowed in the Times whose corre-

spondent on the British front, writing on April 25 last of the fighting in the Villers - Bretonneux area in front of Amiens, said: " Four or five enemy tanks fell in with two of ours, and the first engagement between place. One of our machines was crippled, when a third

enemy iron-British tank hove in sight



AT A FRENCH AVIATION CAMP: A GERMAN BOMBING "FRIEDRICHSHAFEN" PLANE, CAPTURED INTACT AND TRANSFORMED INTO AN ALLIED 'PLANE.

The Friedrichshafen type of bombing aeroplane, named from the large aircraft factory on Lake Constance, where i designed and made first, represents Germany's latest pattern of big bombing craft.—[French Official Photograph.]

The first appearance of the tanks confirms this alliance. A British aviator—an infantry-contact observer-landed at his aerodrome for fresh supplies, and reported that "two tanks were walking up the main street of Flers, with the British Army cheering behind them." In this instance there was no prearranged co-operation between the two new weapons.

From infantry-contact patrol by aeroplane to tank-observation is no step at all. And just as aeroplanes are told off to watch over infantry, to signal their positions to Headquarters controlling their advance, to give warning of approaching counter-attacks, to control the artillery barrage in front of the infantry, to attack advancing enemy troops, and to bomb enemy batteries firing on our infantry, so aeroplanes may be told off to watch over tank-attacks and to perform analogous services for them.

A very clear indication of this species of operation was given by a war-correspondent with the French armies, who, writing in the Morning Post on July 12, said: "One of the soldiers in a tank section drew my attention to the closeness of co-operation that is necessary between the Air Service and the tanks. 'It is common know-ledge,' he said, 'that tanks—though, roughly speaking, immune from machine-gun fire-are vulnerable to artillery. It is, therefore, of supreme importance to the enemy to be able to maintain his sausage-balloons in the air to control his artillery fire, and it is of equal importance to us that our aviation should bring the sausages down in flames or force them to keep the ground. Aviators are, in fact, our natural friends, for, just as we are able to silence the machine-guns that are the deadliest enemies of the infantry, so they can blind the enemy guns that are the only weapons we have seriously to fear."

There one has a very clear exposition of the alliance between aeroplanes and tanks, and of its converse-the value of aircraft against tanks; for, if the familiar sausage-balloon can be used as an anti-tank observation post, it is obvious that artillery - observation aeroplane fitted with

and joined in the attack. The new-comer knocked out one of the enemy, and the rest appear to have made their escape. On another part of the battlefield British light tanks were engaged, and did fine work, some of them coming back with sides splashed with blood; for, besides using their guns, these tanks were able to ram the enemy, and managed in several cases to get home into bunches of Germans. They were evidently handled with great skill and gallantry, and have proved themselves a very useful weapon."

This reference to "the first engagement between land ironclads" is peculiarly interesting because it is the first concrete example of a species of warfare which was much discussed in aeronautical circles so far back as the winter of 1914 and the spring of 1915. Mr R. F. Macfie, an American subject, though one of the pioneers of British aviation. who came back

from the United States on the outbreak of war, strongly advocated the use of armoured "cater--as they were then called-equipped with machine-guns, to cross trenches and break up the deadlock which already in 1914 threatened us with a long war. His scheme was based on practical experience with Holt caterpillars in America; so our gallant Allies from across the Atlantic may justifiably take unto themselves some of the credit for the success of the latest form of warfare. Thereafter a committee, which was known officially as the "Land-Ships Committee," was formed to study the design

plane of to-day when the Wright brothers first flew in 1906. And, when the land battle-ship arrives, it is quite obvious that it will be as dependent on close co-operation with aircraft as are sea-going battle-ships. Not only will its attendant aircraft blind the enemy's artillery, as indicated by the French tank officer already quoted (as a matter of fact, such small things as field-guns will not trouble it, for it will carry very much heavier armament itself: probably part of the work of its aircraft will be to direct its heavy guns on to the enemy's field-guns), the real task of the aircraft will be to direct the battle-ship squadrons as to where they may find the enemy's land-going battle fleet, and to warn the squadrons in case a more powerful fleet is approaching. Already we have big slow tanks and little fast tanks-analogous, let us say, to the sloops-of-war

and the smaller, faster naval war-craft of the very

early days of steam. These in due time grew to

be the battle-ships, cruisers, and destroyers of

to-day. History is the greatest plagiarist in all

literature, and we shall in due course see the

history of the steam-driven war-ship repeated in

the land war-ship-mutatis mutandis. It is merely

a matter of energy and intellect how long it takes

By C. G. GREY.

and production of what the Times correspondent

From them to the modern tank there have been

several steps forward, and there are, as in all new things, many more steps to come before the land-

Nevertheless, the land battle-ship is a cer-

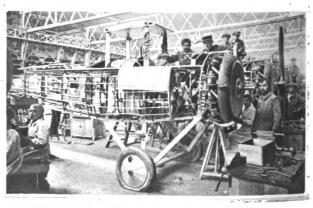
tainty of the future—as certain as was the aero-

"land ironclads," and, after much experimentation, the conquerors of Flers were produced.

Editor of "The Acrop

going battle-ship arrives.

for this particular corner of history to develop. When it does so, there will be an end of all trench warfare, and we shall come back to wars of manœuvre in which the strategy of Napoleon and Wellington will have to be combined with the tactics of Nelson and Van Tromp, plus the aerial science of Trenchard and Salmond and Von Hoppner. The prospect, if not pleasing to the



IN ONE OF THE WORKSHOPS AT AN AIRCRAFT FACTORY IN FRANCE: INSTALLING ITS MOTOR ON BOARD A 'PLANE UNDER CONSTRUCTION.

French Official Photos

civilian, is at least interesting to the military student. But perhaps before we arrive at that stage we shall have universal peace, and then the co-operation of land battle-ships with the aircraft of their day will be a matter for the International Police Force, or the Aerial Board of Control of which Mr. Kipling has written so amazingly and so convincingly. Meantime, the Allied tanks and the Allied aircraft are noticeably superior to the German vehicles either separately or in combination, and the greater that superiority becomes the nearer will be our ultimate and complete victory.



# ANTI-U-BOAT RECONNOITRING FROM BATTLESHIPS: AN AIR-SENTRY.

PHOTOGRAPH SUPPLIED BY TOPICAL.

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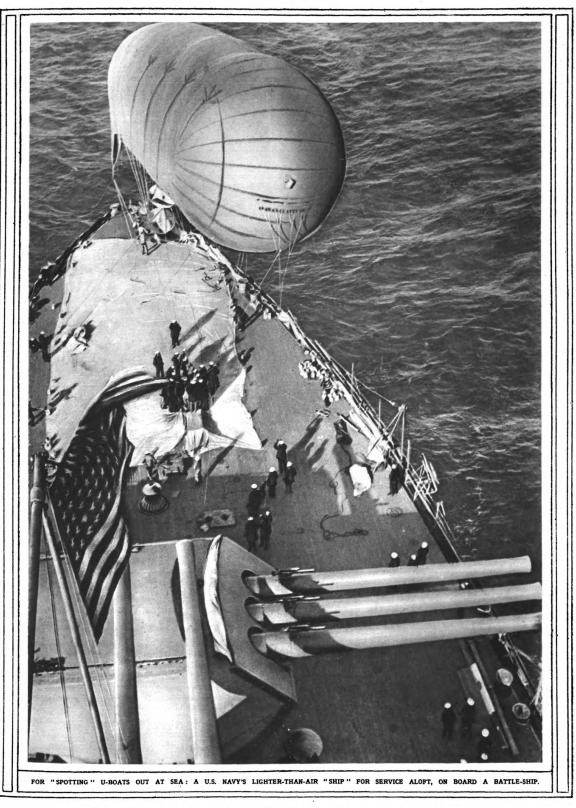
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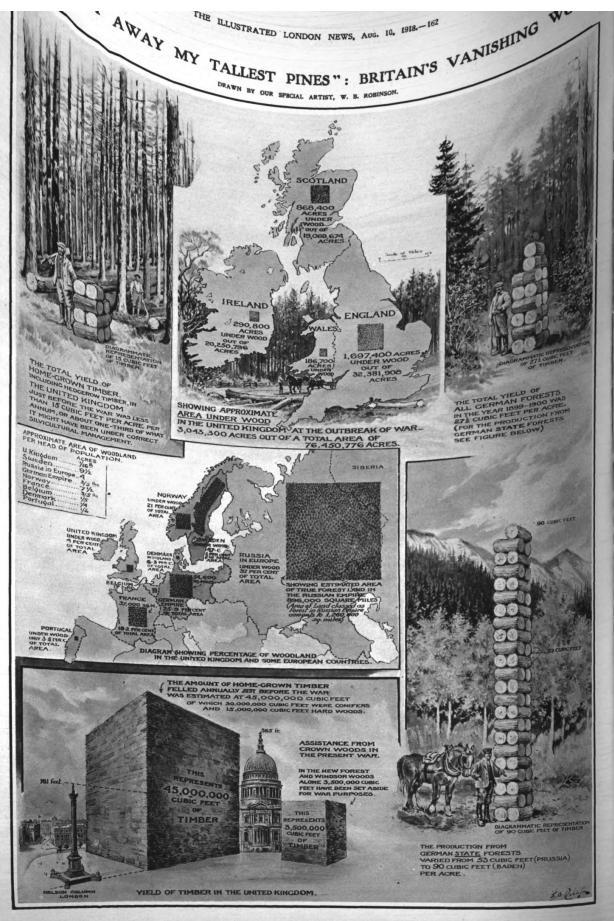
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the military ive at that and then the street attention of tennels and tennels and tennels are to combine according to the street.



The U-boat campaign has incited ingenuity in all the Allied Navies towards devising methods of combating and destroying the pests. Destructive apparatus of remarkable kinds have been invented. Our Allies across the Atlantic have not been behindhand with devices for discovering submarines under water, to enable the various surface-craft to attack the

U-boats, or for hovering over and bombing detected craft on occasion. They employ, it is stated, both observation-balloons and dirigibles. Our photograph was taken on board a U.S. Dreadnought battle-ship. It shows an aerial anti-U-boat "spotter" habove the deck of a war-ship, with the "bed" on the deck on which the envelope rests and whence the "spotter" is sent up.



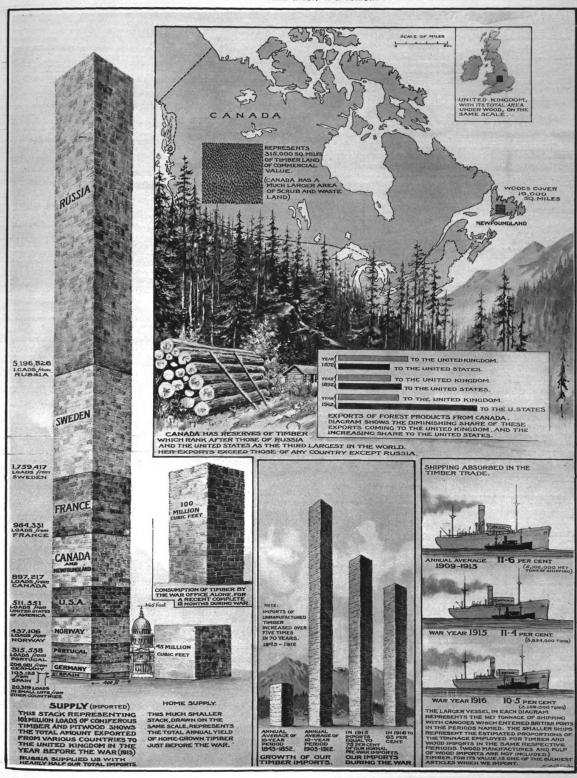
# OUR TIMBER RESOURCES COMPARED WITH OTHER COUNTRIES': COMPARATIVE PRE-WAR YIELDS.

The enormous demand for timber for military purposes, coupled with the shortage of ships to bring it from abroad and the submarine campaign, has necessitated a ruthless onslaught on British woodlands. Canadian and American lumbermen have long been at work felling trees in various parts of Great Britain. The face of the land has been greatly changed. The recent Report of the Forestry Sub-Committee of the Reconstruction Committees states: "The total area under woodland in the United Kingdom

before the war was estimated at 3,000,000 acres, the annual yield from which is believed to have been 45,000,000 cubic feet, or about one third of what it should have been under correct sylvicultural management. These figures indicate the unsatisfactory condition of British and Irish woods as at present managed, and prove the urgency of remedial measures. . . Dependence on imported timber has proved a serious handicap in the conduct of the war. The United Kingdom cannot run the risk of future wars without [Combanet opposite the conduct of the war.]

# OUR TIMBER SUPPLY: PAST RECORDS AND PROSPECTS FOR THE FUTURE.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



WAR-LESSONS REGARDING TIMBER PRODUCTION AND IMPORTATION: CANADA'S RESOURCES AND THE SHIPPING PROBLEM.

Constance() safeguarding its supplies of timber, as every other Power that counts has already done." Dealing with future prospects of timber supply at home and within the Empire, the Report continues: "Canada . . has reserves of timber which rank after those of Russia and the United States as the third largest in the world . . but, unhappily, forest fires claim far more trees than fall to the lumberman's axe. . . There appears to be no reason why the Canadian forests should not supply the United Kingdom . . .

for many generations. . . . This, we submit, is an Imperial question of the first magnitude. . . . Any check in the Russian supply would inevitably cause a timber famine in the United Kingdom. . . . The timber imported into the United Kingdom has hitherto come from the virgin forests of Finland and the Baltic provinces and from Archangel. . . . Every year we become more dependent on Russia." The Committee recommends afforestation.—[Drawings Copyrighted in the United States and Canada.]

### LITERATURE.

and a Sea "Conchy."

"Shell-backs" Mr. John S. Margerison continues his successful and popular progress as an up-to-date author of books people like to read just now, in "Hunters of the

This time he gives us eight separate U-Boat " (Pearson). thrills—a set of vivid and spell-throwing tales of doings of various old "shell-backs" and "Mercantile Jacks" taking a hand in the war, on board patrol-boats, destroyers, Grand Fleet auxiliaries, and so on, with, thrown in, an entertaining yarn of a Conscientious Objector skipper's doings. How the maritime "Conchy" in question, after running the gauntlet of U-boats and German corsairraiders, and persistently defying the control of British convoy captains, while carrying an everyday cargo, was at the last brought up close to his own sea-coast home at the moment that a U-boat was opening fire on it, is the theme.

Then follows as the outcome what he did on the spur of the moment, while still salving his tender conscience as a man of peace, to settle accounts once for all then and there with the U-boat. All that, for one story, makes highly diverting reading. Each one of the tales is brimful of adventure all through, with at the same time the

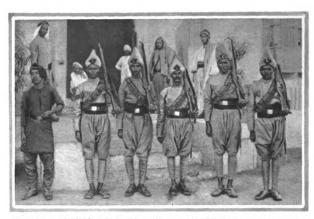
human touch running across the narratives from beginning to end. And, incidentally, one may learn, or may guess, at something of some of the methods by means of which not a few of the German submarines have come to—for, at any rate, the Kaiser and "Uncle Turps"—an untimely end. Skipper MacAndrew, of the exdrifter Annie Laurie; the two brothers, "Gog" and "Magog," of the Puncher and the Petroleum respectively; and Lieutenant Knight, of the Stiletto—who disposed in marvellous fashion of "Unter-seebôte U 54 and U 55," a pair famili-arly known to a certain Grand Fleet destroyer-flotilla as "Fritz" and "Karl" really quite deserve on their own account places as portraits side by side with some of Marryat's characters in our national bibliography of seafaring warriors limned by the pen.

More than two An "Epitome of England ": Yorkshire. centuries have passed since a seventeenth - century Dean of Worcester labelled Yorkshire "The Epitome of England." Since then, many changes and



THE DOG IN WAR: A CARRIER OF HAND-GRENADES.

developments have enlarged the county and its life out of all knowledge; great industries have developed, and with them the name of many Captains of Industry have become



AT JEDDAH: SOLDIERS AND A MARINE IN THE SERVICE OF A BRITISH MISSION. French Official Photograph

part of the history of the county. Mr. J. S. Fletcher's latest work, "The Making of Modern Yorkshire latest work, The Making of Modeln Torkshire (George Allen and Unwin) is of historical value. That he would make his book rich in human interest was a safe assum tion on the part of all who knew his clever volume, "From the Broad Acres," and his history of the great county is often as engrossing as a romance. It is, indeed, a story of the growth of great industries and magical changes in of the growth of great mustares and magical changes in transit, machinery, science, education, and social and political reforms which have punctuated the passing of the years. All Yorkshiremen, and not Yorkshiremen alone, will find much to interest them in this latest book by an author who writes like one to whom the broad acres are dear.

Many names and personalities famous in the worlds of art, literature, manufactures, and business activities fit through the pages, and we get informative glimpses of such men as the squires who made Yorkshire their home; and the old coaching days, and their customs and humours, are not forgotten. The Wilson family and their wonderful work are duly dealt with; the part played by coal, iron, and steel in the development of the county is ably treated; and readers are reminded that the Miller of the "Canterbury Tales" carried a "Sheffield whittle" in his hose

Justice is done to the dignity of the Cutlers' Company; and the author quotes Daniel Defoe on the selling of cloth in Leeds in the days of Queen Anne

There are many passages devoted to the textile industries; and, of the patenting of the Lister-Holden woolcombing machine, the author tells how the business in Bradford was also carried on in St. Denis, Rheims, and Roubaix. Agriculture might well call for a volum to itself, and the same may be asserted of politics. Religious movements, charitable efforts, education, are all dealt with; and nineteenth-century Yorkshiremen mentioned include Lord Leighton, who was the son of a Scarborough physician; Sir Frank Lockwood, the famous barrister, who was born at Doncaster; Baron Nunburn-holme; W. P. Frith, the artist; the Brontes; and many other notable people. Mr. Fletcher's word-pictures of Yorkshire in mid-eighteenth century and earlier days are in startling contrast to the enlightened county of to-day.

# WHY I AM A PELMANIST

By "SAPPER."

Some months ago, more out of curiosity than anything else, I took up Pelmanism. I wished to find out whether there was indeed some new and wonderful system which could transform mediocrity into brilliance and failure into success. Plentiful advertisements assured me that if I would but follow the advice laid down by the teachers of the Pelman School there was nothing I might not hope for, from a substantial increase in the pay extracted from a stony-hearted Government to complete immunity from whize bangs. In view of the desirability of both these goals, I decided to join "the cult." I regarded it as a cult; in spite of all assurances from Generals, Admirals, Pillars of the Church, and other big noises in the Pelman world, I was sure there was a catch somewhere. So I borrowed the money for the course, and started looking for the catch. I am still looking.

Now, I do not propose to go into the question of how Pelmanism obtains its results. To attempt to do so would necessitate going into what Pelmanism is. If anybody wants to find that out, let him follow my example—borrow the money, and see for himself. He will never regret it.

But I do propose to say something of the state of mind induced by Pelmanism in a student who takes it up in earness. For on that state of mind depends entirely his judgment of the system. On the personal result in his particular case the student will say: "This thing is bad. I would prefer a bag of nuts"; or he will say: "This thing is good. Why, in Heaven's name, didn't I do it before?" Those are the two judgments to which any new thing must be prepared to submit itself; and when it is as much advertised as Pelmanism the answer is of importance.

Now, let there be no mistake about one thing; we

is of importance.

Now, let there be no mistake about one thing; we are discussing the student who takes it up in earnest Now, let there be no mistake about one thing; we are discussing the student who takes it up in earnest. The man who enrols as a Pelmanist, who reads the books, and does the exercises like a parrot, and then sits down and waits for the boodle to roll in, will do a powerful lot of sitting. There is no magic word in the system; no formula which, repeated twice in the bath and once after breakfast, will produce success. There is nothing mystic about it—nothing supernatural

Pelmanism is a system of education: nothing more, nothing less. Where it differs from other systems is that it educates. This is a very large claim, and one which great numbers of people will find incredible. They will point to all our methods of education, and say, frankly, that it is ridiculous. They will quote at length from

the many books that have been written about education lately—especially the Public School System. "If such a thing," they say, "were true, our social system would be undermined." Personally, I am not sure it hasn't

Let us consider, for a moment, this question of an ucation which educates compared with one which does t. So many people have written on the latter; so few on

not. So many people have written on the latter; so lew on the former. It is so easy to criticise destructively.

It is an undoubted fact that an intimate knowledge of the French irregular verbs, and the insensate demands of the gardener for pens, ink, and paper will not materially help the student to travel through France.

help the student to travet through rrance.

It is an undoubted fact that the sole test for which we are trained is an examination; to that end, a boy is crammed and forced—and, having passed it, nothing more matters. He can forget everything, and he promptly naturally

does, naturally.

It is a far, far better thing to throw explosive bombs at the science master than to dabble in abstruse chemical formulae. The boy is not going to be a chemist—he wants to go into the Army. He is being taught what he doesn't want to learn. And so it is a failure. Thus the destructive critic fulminates; and everybody agrees that it is very to go into the Army.
want to learn. And so it is a failure. Thus the destruction critic fullminates; and everybody agrees that it is very dreadful.

But he suggests no alternative; and so everybody, after a brief mental upheaval, relapses again select. Only Pelmanism has remained awake, and constructive answer—moreinto sleep. Only Pelmanism has remained awake, and has produced an answer—a constructive answer—more-over, a successful answer, in the opinion of those who

is successful because its students learn what they want to learn, and are therefore keen. A simple funda-mental fact, wherein Pelmanism differs from all other systems of education: a simple fundamental fact which makes the difference between success and failure.

makes the difference between success and failure.

And so we come to the consideration of what is this thing which Pelmanism teaches, and which its students wish to be taught. It is well-nigh impossible to sum up the course in a phrase; it is altogether too big a thing. And yet—perhaps it can be done—more or less. Pelmanism, as I see it, teaches Human Nature—your own and the other man's. It deals not with Greek lambics or the differential calculus, though such is its nature that it will help the student to deal with these occult mysteries, be he so minded. It just deals with you and the other man, and life as one lives it.

There is no catch in it. It is a system developed along.

There is no catch in it. It is a system developed along perfectly common-sense lines, which leads to a definite goal. That goal is Efficiency.

The system takes a man's thought-box, and pro-The system takes a man's thought-box, and proceeds to tell the owner how he can improve it. It sends the student's brain to a mental gymnasium. It gives him concise instructions as to what he is to do, and when he carries out those instructions conscientiously he fads the system is right. He begins to realise that his midd is capable of being drilled and expanded exactly the same as his body. And, moreover, he finds that just as the fittr his body becomes, the more work it can do; so the fittr his mid is, the more it can accomplish. Things come easier to him; he has no difficulty in taking on more. His brain, in fact, is being drilled, and is developing accordingly.

His brain, in fact, is being drilled, and is developing accordingly.

Thus, baldly—Pelmanism. The mind and brain are subject to laws, just as is the body. The teachers of this system have taken those laws—up to now the property, so to speak, of a few abstruse thinkers and phillosophers—and built round them a simple, infallible method of developing a human being's efficiency. That is all. As I say, there is no catch. The work which they ask the student to do and which the student round do if the stifles to benefit by

a numan being's efficiency. That is all. As I say, there is no catch. The work which they ask the student to do, and which the student must do if he wishes to benefit by the course, is not long and arduous. It does not entail going back to school and poring over books. It can be done on one's way to work, when one is out for a walk, or wondering where the last one went to

Moreover, there is another point which is worthy of note. The exercises—though only a means to an end—are in themselves interesting. There is no question of French irregular verbs, or abstruse chemical formulæ—to be foreotten as soon as learned. There is nothing irksome or tedious in the course; nothing that the student doesn't see the object of even in the early stages of his struggles. It is, in fact, a common-sense system, developed along common-sense lines, with its goal—Efficiency.

The results speak for themselves. From a financial point of view, I, personally, am not qualified to speak; except to state the axiomatic truth that a man or woman whose brain is efficient must be worth more in the world market than one whose brain is entersional. And Pelmanise

except to state the axiomatic truth that a man or woman whose brain is efficient must be worth more in the world market than one whose brain is untrained. And Pelmanism trains the untrained mind; that is its raison d bre. But from an intellectual point of view the thing can be put in a nutshell. It is not good to go through life blind; and yet thousands do so. Their brains are blind; they see and do not appreciate; they hear, and do not understand-log. Therefore, it would seem worth while to Pelmanise, for it is certainly worth while to understand.

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Ior it is certainly worth while to understand.

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# NEW NOVELS.

"Foe-Farrell." Robert Buchanan, who was a man of a rugged but indisputable talent, wrote a book on hate and the hater, somewhere about thirty years ago. He called it "God and the Man," and

MODERN WARFARE IN PALESTINE: A LINE OF BRITISH TANKS.

his imagination threw into its pages the vision of the wronged man crying upon his God to deliver the oppress into his hands, and the complete and terrible answer that was given to his prayer. " I AM, and I will give this man was given to his prayer. I Am, and I will give this man to thee." Sir Arthur Quiller-Couch, who also deals with the pursuit of hatred in "Foe-Farrell" (Collins), the injured person clinging in a cold frenzy of revenge to the man who had ruined his life's work and dogging him across the world, deals with the business in a less tremendous but not less thought-compelling fashion.

The setting of the story-which is supposed to be told, day by day, in a dug-out in France—appears irrelevant until the moral tags in, almost on the last Dr. Foe, who pursued and eventually murdered Farrell, began by being a man of high moral potentialities and intellectual accomplishment. His enforced companionship educated the vulgar Farrell into the similitude of a gentleman, and debased the learned doctor to the level, and the likeness, of a little Cockney tradesman of the Tottenham Court Road. More, Foe impregnated Farrell with his own implacable malignity, and so closed his hands upon the weapon which was to be

Foe's undoing. Whereon the man who tells the tale comments: "You may apply it to this blasted war. As I see it, the more you beat Fritz by becoming like him, the see it, the more you beat more he has won." Buchanan, you observe, brought in the visible Judgment Seat of the Almighty to make his point. "Q.'s" is the more subtle method, but not less

age, in his first novel,

boldly to return to the '45.

It is a novelist's paradise

too long neglected by

writers not unnaturally fearful, we may suppose, of trespassing on the pre-serves of the great, and

forgetting that there is room for a hundred authors on its historic fields. "Claymore!" (Skeffington)

is an excellent romance, containing everything that

such a story should pre-

sent-the Highland maiden. the gallant gentleman, the

foul, false villain, and the

clash of arms in a dozen

mortal combats, claymore

The sifting out of sure. the hearts of men comes down to very fine sand in the twentieth century-less mention of the Rock of Ages, and more of the infinitude of the pebbles on the beach, all serving to prove that the nineteenth century now looks at us across a gulf wider than the intervening years.

"Claymore!" We con-"Claymore!" gratulate
Mr. Arthur D. Howden Smith on having the cour-

equal faithfulness and precision. The novelty of the story lies in the hero, who is, for once, not a Scot-man but a Jacobite of good English family. How he set out to Derby and met the girl chieftain of the Clan MacRoss how he was adopted into the clan and exchanged his British breeches for the kilt; how he rescued a gallant gentleman, and was saved in his own turn from Cumberland's butchery—are not all these things told in "Claymore"? If anyone wants a good friend in holiday time, we advise him to pack "Claymore" in his travelling-bag.

An event which has excited much interest in business circles is the recent reconstruction of the Watford Mannfacturing Company, Ltd., by which Lord Leverhulme becomes actively concerned in its affairs. The Watford Manufacturing Company bulks big in the public eye on several accounts. It is capitalised at £1,000,000 sterling. Its model factories are appropriately known as Delectaland, where Boisselier Chocolates, Freeman's Food Products, Vi-Cocoa, the Food Beverage, and other first-class foodstuffs, notably Delecta Watford Chocolate, are made. The foods "made in Delectaland" stand for quality as well as economy. Delectaland has also long been a place



MODERN WARFARE IN PALESTINE: A TANK PASSING THROUGH A PALM-GROVE.

of pilgrimage for sociologists, welfare workers, and all interested in the establishment of cordial relations be tween Capital and Labour.



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AST month, the shops that sell Delta began to receive supplies of six new styles of light buckle shoes, and they will continue to receive more on fixed dates until well into September.

No. 890 illustrated here is one of them.

But it is necessary, in order to make sure of getting a pair, to go to the local shop and to order it in advance. Go to-day. For stocks of these shoes are melting like snow, selling right out a day or so after their arrival from the factory.



## LADIES' PAGE.

SINCE I last wrote, the women teachers of London have been given by the London County Council, not the "equal pay for equal work with men" that they were asking for, but an increase in their wages that brings their scale near to that which was the man's pay. order to obviate granting the principle of equal pay, however, the County Council at the same stroke raised the pay of the men teachers, so as to keep their scale of payment still ahead of that of the women. The latter, given a war bonus of fifteen shillings a week, appear to be content to let the "equal pay for equal work for men and women" slide for the present. The cost to the London ratepayers for the current year will be no less than £1,865,000; and this sum will increase in subsequent years, as the salaries rise automatically. "In the meantime, as they say in Scotland, the "equal pay for equal work demand has been taken up by the Lanarkshire Tramways' women employees, who have gone on strike because the men similarly employed have been given an advance of five shillings a week which is refused to the women. The Lanark tramwomen are, of course, far less numerous and well-organised than the London women teachers; but the principle is the same in all places and circles of industry, and many a great movement has had a small beginning, as a tiny spring is often the source of a great

An illustration of the apparently insignificant commencing incidents of very great future events has been recalled to my mind by the singing of the American "Battle Hymn of the Republic" at many of the special services on the fourth anniversary of the terrible Great War. This "Battle Hymn," beginning "Mine eyes have seen the glory of the coming of the Lord," has had, perhaps, the greatest and most permanent success of any war-song ever written, except the "Marseillaise." It was written by Mrs. Julia Ward Howe, one of the early leaders of the American women's suffrage movement, and also of the anti-slavery movement. She wrote the words by a sort of inspiration, in the middle of the night, to replace others that she thought unworthy, to the tune that was used by the soldiers of the North for their marching song. But the words that Mrs. Howe replaced—the tune and the refrain she retained—had a real meaning and association. The original theme was this: "John Brown's body lies a-mouldering in the grave, But his soul is marching on; Glory, Glory, Hallelujah!" This John Brown, a plain, poor farmer, it was who began the great



AN OUTDOOR DRESS FOR COOLER DAYS.

Of blue gabardine with revers, collar and belt of white suede cloth, this dress combines both usefulness and elegant simplicity.

anti-slavery war in America by deliberately organising an attack upon the United States arsenal. It was a lorlorn hope, a handful of men, many of them negroes, against the United States Government, and it ended in immediate utter failure: as the ditty that Mrs. Howe replaced put it: "They 've hung John Brown on a sour apple tree." but "his soul went marching on." But Mrs. Howe's hymn, though it was written for the Northera Army, has nothing sectional in its wording, and as a hymn of freedom for the wholed the freedom-loving communities is most appropriate at this crisis in the world's history.

An excellent idea was that of inviting the children in many schools in England to write letters in their own words to the American Food Controller, Mr. Hoover, expressing their gratitude for the self-denial of the American nation by which we are being comfortably fed. As President Wilson finely puts it: "America is eating at a common table with her Allies." Under no compulson, in millions of households in the United States, as well as in hotels and clubs, days of abstinence are, and have been for several months past, voluntarily observed, in order that the wheat and the beef and the pork done without on those days may come to save us and our Continental Allies from want. Every school-child should at least be told clearly about this mighty effort of loving comradeship and self-denial. It should weave a tie between us and our sister nation across the Atlantic for all time.

The American housewives use a great deal of maize meal, which is over there called distinctively "corn." On their "wheatless days" for their Allies' benefit, it will be "corn bread" that will replace the more costly grain that they are saving to give to us. We ought to try to make more use of maize ourselves. It will not make good loaves unless mixed in about equal parts with wheaten flour; alone, it is made up, usually mixed with sour milk and carbonate of soda, into flat cakes (especially griddle cakes, to eat hot), rolls, "gems," etc. For corn loave, this recipe is given me by an American lady, who telis me that she practically lived upon it for seven months, gaining in weight and strength, in a cottage deep in the great American woods: Two-thirds wheat flour to one-third corn meal finely ground. Sift the corn meal, and boil it for seven hours (if slightly burned it does not matter); add salt to taste; knead in the wheat flour to a stift consistence, and bake in large loaves in a slow oven. This, she says, is very sweet, and keeps well. The State Chemist of Massachusetts found that maize cannot be thoroughly digested and utilised in the human system unless it is cooked slowly for several hours.—Floomes



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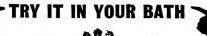


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Ensure the perfection of your salads

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#### THE CHRONICLE OF THE CAR.

Under a recently issued Defence of the Realm Act regulation, it is now Age Limit.

Age Limit. competent for licensing authorities to issue licences to drive motor-cars to "male persons" who have attained the age of sixteen years. "Heavy" who have attained the age of sixteen years. "Heavy" cars—i.e., vehicles of over two tons in weight—and vehicles plying for hire as hackney or stage carriages are excepted from the terms of the new regulation; so that in effect its provisions apply only to the driving of vehicles of the touring type and the lighter descriptions of commercial cars. Moreover, an additional sate-guard is provided in the shape of a stipulation that licences are only to be issued to such persons as the licensing authority is satisfied are competent drivers; but nothing is laid down as to how the authority is to be satisfied of the applicant's suitability to be a licence-holder

As a war measure of a temporary nature, there is, perhaps, little to be said against

the regulation, particularly as there is so little motoring being done save of a purely utility character. permanent affair it has not quite the same aspect. I may be wrong, but it certainly does not seem to me that to turn irrespon-sible lads of sixteen loose on the highways in charge of powerful, fast cars is going to make for the safety of the lieges. Of course, it is impossible to lay down any immutable rule in the matter. I have known youngsters who were really good drivers, and quite fit to be trusted on the road; while, on the other hand, I have known others verging on middle-age who ought never to have been licensed, and would not have been if licences were only issued after a test of fitness to drive, instead of in the haphazard way they are handed out to all and sundry. I agree that, within limits, the mere factor of age has little or nothing to do with a person's com-

petency, and, if only the regulation had made it clear that lads were only to be licensed after a stringent practical test of their ability to drive, I should be inclined to



AN INTERESTING INCIDENT: A TRACTOR AND A BIG A Fiat artillery tractor is here seen at a station behind the Italian lines, about to haul away a gun of exceptional length.



A PLEASANT PHASE OF WAR INDUSTRY: A B.S.A. CHOIR. The famous Birmingham Small Arms Company, despite its untiring work for the Army, finds time, as our photogray form an excellent Male Voice Choir, as one of the branches of Welfare Work connected with the great factor

say that it is rather a good move. It would have brought us closer to the test for every applicant for a licence to drive a mechanically propelled vehicle which the law ought

to insist upon-and very properly does in most country It is reasonably certain that after the war motoms legislation will come before Parliament for revision, and it is to be hoped that the regulation under discussion will form a precedent for the imposition of a test  $\omega_0$ all candidates for licences.

#### Disfiguring Roadside Advertisements.

The R.A.C. has actively taken up the question of the disfigurement the countryside by the huge, un-sightly advertisement-boards which,

within recent years, have become a feature of the landwithin Feedin years have done so much to spoil many of our most cherished beauty spots. In a pamphlet issued to the Associated clubs it is pointed out that the present is an excellent time to begin the necessary propaganda work, for the reason that, in consequence of restrictions on the use of wood, metal, printing, and paper, most of the offending signs have fallen into dilapidation, so that their complete removal would cause the

least amount of loss to their owners. It is recommended, therefore, that a strong effort should be made to induce local authorities to apply for the necessary powers under the Advertisements Regulation Act to enable them to with hoardings and signs which are by their situation or design an offence to good taste. Already thirty-three English and Scottish counties possess powers under the Act, and in the case of the former those powers are mostly the maximum to be obtained. Of the forty-three English local authorities, outside the County Councils who have taken powers, many of them have been content with byelaws which are much narrower in scope than they could have procured for the asking. It is very desirable, therefore, that a collective effort should be made by all who are interested in preserving the amenities of the countryside-and who is not ?- to urge on all authorities that

it is desirable for them to secure the widest possible This is where the provincial automobile clubs powers. This is where the provincial a should have a chance to do good work.



# A Physiological Laxative. Medical Constipation Opinion: Hæmorrhoids "If the physician can get his patient to swallow whole Biliousness one or two tablets of JUBOL every Skin of JUBOL every night before going to bed, he can rest assured that it will not be long before the general health of his Blemishes patient is restored, for he will there-by overcome the by overcome the intestinal atony, which is beyond doubt the initial cause of all the trouble." DR. THOUVENIN. French Medical Faculty. Recommended by the Medical England & Abroad

"If you would only take 'Jubol' regularly every night for a little time, that tired, languid feeling would soon disappear, and you would be radiant with health and good spirits."

OL, price 5f- per box (complete course of six boxes, 20f0).
Can be obtained from all Chemists and Drug Stores, or dire inial Agents, HEPPELI'S, Pharmacists and Foreign Chemist can be had, post free, the full explanatory booklets, "Scient

Renews Why is that so many women look old before their time? The trouble is not due to superficial causes only, for grey hair, flaccid tissues, increasing stoutness, discolouration of the skin, blemishes, wrinkles, etc., etc., are all caused through poisoning of the blood, especially with uric acid, which is the cause of premature old age and arterio-sclerosis, the numerous symptoms of which commence to appear, viz.: shortness of breath, drowsiness after meals, headache, giddiness, loss of memory, impaired eyesight, palpitation, etc.

Even as early as at 30 years the symptoms of arterio-sclerosis (hardening of the arteries) sometimes occur. The necessary measures should immediately be taken in order to dissolve and eliminate the uric acid, otherwise continual ill-health ensues, degenerating into chronic disease, premature old age, and untimely death.

Science, however, which has discovered the origin of arterio-sclerosis, has also found the remedy: URODONAL, which dissolves uric acid as easily as hot water dissolves sugar. It has been said that people need not die before they wish; they are all the proposed not grow old either miles they wish it, for URODONAL.

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and phable as measurements the result.

After a course of URODONAL the skin takes on a rosy hue and becomes supple, smooth, and firm; the flesh is flexible and firm; the pulse is strong and active; rich blood conveys heat and energy throughout the body, thereby stimulating the healthy functioning of the different organs. URODONAL imparts renewed youth and vitality to the whole swetem. the whole system.

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## THE PLAYHOUSES.

"THE FREEDOM OF THE SEAS," AT THE HAYMARKET.

THE fault of Mr. Walter Hackett's new Haymarket drama—which goes some way towards spoiling the ingenuities and thrills of its plot—consists in his representing his naval officer hero (pitchforked, it is true, into the



AN INTERESTING WOKING WEDDING: DERRY-BOORMAN. Lieutenant Cyril Derry, M.T., Army Service Corps, only son of Mr. and Mrs. Frank Derry, of "Carn Brea," Woking, was married, on July 27, at Woking, to Miss Doris Boorman, the younger daughter of Mr. and Mrs. Alfred Boorman, of Guildford Road, Woking, Surrey.

service from a solicitor's office) as a "silly ass" who would never in real life have been permitted to hold a commission. So that not even Mr. Dennis Eadie's skill, though he raised many a laugh over this farceur's ingenuous jests and spent pains over his portraiture, could prevent both the man and his manner from seeming sadly out of place in the big situation of the play, which, with its atmosphere of peril, would have stiffened the most ordinary seaman into sobriety. The truth of the matter is that the play-wright's scenes of excitement and farcical characters do

not form the happiest of mixtures; his story makes u laugh, but does not carry any sort of conviction. Yet there is one comic personage in the piece whose acquaintance we should have been sorry to miss, and whose every appearance is as refreshing as a sea-breeze. This is the captain of a tramp-steamer with a taste for grog, a trick of quoting texts from the "good book," and a capacity for storms of temper. Mr. Sydney Valentine makes every It is only fair to add that Mr. Holman inch of him alive. It is only fair to add that Mr. Holman Clark gets himself up delightfully as a solicitor, that Miss Marion Lorne has some vivacious moments as an extelegraphist of social ambitions whose former profession comes in useful, and that Mr. James Carew and Mr. Randle Ayrton supply effective studies of stage-villainy.

#### "AS YOU WERE," AT THE LONDON PAVILION.

Mr. Cochran has converted the London Pavilion into one of the cosiest and prettiest of West-End theatres—and, what is perhaps of more consequence to our hardened playgoers in these war-days, he has provided an enter-tainment worthy of the setting. His revue, besides giving us tuneful music, witty lines and lyrics, gorgeous costumes, clever dancing, attractive songs—for Mr. Hayden Coffin clever dancing, attractive songs—for Mr. Hayden Coffin and others—has a scheme with humour and inventiveness and others—has a scheme with humour and inventiveness in it; for its characters, transported magically from one country to another, and one period of time to another, discover that the same thing makes the world go round, and that, whatever skies are about you, you remain, if you are human, "As You Were." A company including Mile. Delysia, M. Leon Morton, and Mr. John Humphreys makes the most of this fantastic idea and its opportunities of fun. Delysia herself, in a wonderful variety of raiment. of fun. Delvsia herself, in a wonderful variety of raiment, of tun. Delysia hersell, in a wonderful variety of raiment, figures now as Helen of Troy, now as Ninon de l'Enclos, now as a "Hunzollern" princess, now as Mephistopheles, and gets an effect in every one of her masquerades. A clog-dance turn, introducing a new-comer, Miss Mona Vivian, achieved one of the hits on the first night; and not the least telling episode affords the audience a glimpse at the entourage of the Kaiser.

"THE LUCK OF THE NAVY." AT THE QUEEN'S. In the newest spy-play, "The Luck of the Navy," a woman of German origin is supposed to have sent her son before the war into the British Navy on purpose to play traitor. Spies and their trackers lurk behind screens awaiting their cue; hero writes the key-word of his secret orders on a girl's photograph; one naval officer is drugged after dinner, and another is carried off to Berlin by aeroplane; a sham Belgian refugee alternately uses and discards crutches; there is signalling from the coast; and a

rally of the Navy to put German villainy to final discomfiture. It will be gathered that there is abundance fiture. It will be gathered that there is abundance of excitement and a good deal of ingenuousness about Clifford Mills's story. The excitement and the obvious good intentions of the author may be held to excuss its ingenuousness; a Bank Holiday audience at the Queen's revelled in its alarums and excursions, and disregarded. reveiled in its alarmins and excursions, and disregarded its extravagances. So, for the matter of that, may the reviewer, who recognises that popular drama must have its allowances, and does not apply severity on the wrong occasion. He can smile the more benevolently because he is offered vigorous acting on the part of Mr. Percy Hutchison as British Lieutenant, and Miss Ruth Macky as arch-spy, and scenes of refreshing humour between



COMMANDING THE FRENCH FORCES IN ITALY GENERAL GRAZIANI.—[French Official.]

retired Admiral and a cheeky Midshipman, in which it is hard to say whether the veteran, Mr. Alfred Bishop, or the youthful Master Patrick Ludlow, who is nature itself in his naturalness, really bears off the palm.

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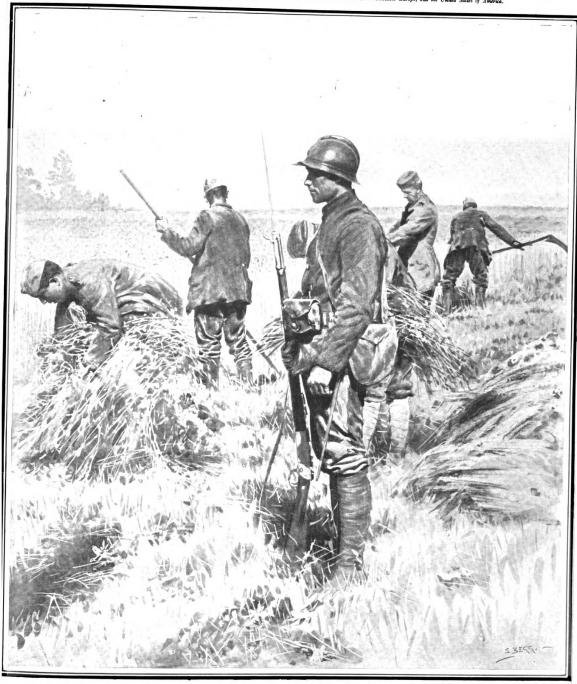
# THE ILLUSTRATED

No. 4139 VOL CLIII

SATURDAY, AUGUST 17, 1918.

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STRAIGHT FROM BATTLEFIELD TO HARVEST FIELD: GERMAN PRISONERS OF THE FRENCH SET TO WORK ALMOST IMMEDIATELY AFTER CAPTURE.

The French wisely lose no time in utilising the services of German prisoners for the vital ask of gathering in the harvest. Almost immediately after capture—that is, as soon as ver they are in a fit condition—the prisoners are sent into the harvest felds and set to rork upon the corn. If it is not exactly a case of turning "swords into ploughshares," it is an equally rapid change from the arts of war to the arts of peace as regards the men, and, doubtless, they find it more pleasant to be wielding the scythe than the rifle and bayonet. In our illustration, some German prisoners taken by the French are seen at work cutting corn under an armed guard. No delays have been allowed,

DRAWN BY S. BEGG AFTER A FRENCH, OFFICIAL PHOTOGRAPH COPYRIGHTED IN THE UNITED STATES AND CANADA.

#### IN THE WAKE OF VICTORY: TROPHIES, DECORATIONS, AND TANKS.

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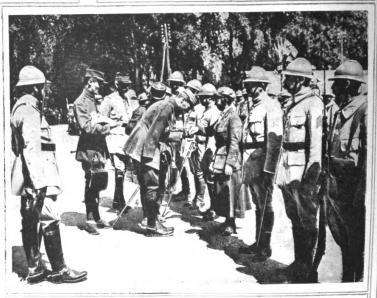




TOOPHIS AT VILLER-COTTERETS.



A FRENCHWOMAN'S CROIX DE GUERRE: SALUTED BY GENERAL GOURAUD.—A KISS ON THE CHEEK,



AN AMERICAN GIRL AMBULANCE-DRIVER AWARDED THE CROIX DE GUERRE:
SALUTED BY "GENERAL GOURAUD.—A KISS ON THE HAND.



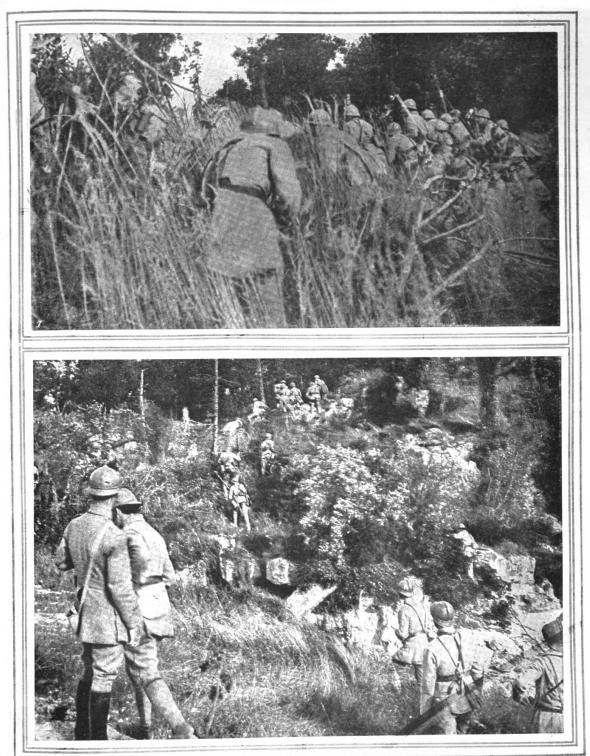
REFUGEES FROM THE AISNE FRONT: FRENCH PEASANT WOMEN BROUGHT INTO SAFETY ON A RAILWAY TRUCK.



THE "SANS PITIÉ" AND SOME OF ITS FELLOW-TANKS: A GROUP OF FRENCH  $CHARS \ \ DASSAUT \ \ PARKED \ \ IN \ \ A \ \ RUINED \ \ VILLAGE.$ 

#### "THE FRENCH SOLDIER AS HE GOES INTO ACTION": GLORIOUS ELAN.

FRENCH OFFICIAL PHOTOGRAPHS.



INFANTRY ADVANCING TO ATTACK ON THE MARNE FRONT.

The training all antry of the French soldier has been gloriously maintained in the present war. Describing a typical instance during the first day of the Franco-British offensive east of Amiens, Mr. H. Perry Robinson writes: "It was a curiously moving experience to-day to pass, as I did, almost in a step from the zone of khaki to the

1. MOVING THROUGH CORN AND BRUSHWOOD: A COMPANY OF FRENCH 2. CLIMBING A STEEP BANK THROUGH WOODS ON THE MARNE FRONT: A FRENCH COMPANY STARTING FOR A COUP DE MAIN.

zone of bise. I have never yet found words adequately to express my admiration of the bearing of the French soldier as he goes into action, and though the experience is now familiar, the impression was as deep to-day as ever. Victory was in the air. As one watched the French infantry it was impossible to conceive of them except as victors."



By G. K. CHESTERTON.

THE German Emperor, in a message to the Finns, has been proclaiming himself as peculiarly the friend of small nationalities. Nor would it be difficult to define more than one special sense in which it is true. The Kaiser is so exceedingly fond of small nationalities that he desires all other nationalities to be as small as possible. Fearing that France may suffer from a loose and embarrassing largeness, he is prepared to take and keep two extensive and important French provinces; and is commonly credited with the intention of taking and keeping more. Lest Serbia should lose that precious and gem-like smallness which has aroused all his affection for

that country, he encouraged the Austrian Imperialists to seize two large districts, Serbian in character, which would naturally have become part of a greater Serbia—but one would have been for him a less admirable, a less adorable Serbia. We might reasonably expect this process of perfection by reduction to go on almost indefinitely, if circumstances permitted. there are considerable territories to be taken away from France, England, and Italy before any of them could be called a small nationality in the finest and most fastidious sense. In America and Russia, of course, there is even more room for such a scheme of improvement; and in Russia it has already begun. If Teutonic progress proceeds at its present rate, it looks as if the nationality of Russia, like the shadow in the nursery poem, will get so little that there's none of it at all. Nor does there seem to be any moral difficulty, or anything except a slight military difficulty, about applying the same programme to America. Were it not for the inconvenient conduct of various persons on the Ourcq or the Vesle, we might expect to hear of Pennsylvania, Philadelphia, and Virginia successively pruned away from the confused and shapeless map of the United States, until some compact corner of South Carolina could be left in the happy and undisputed condition of a small nationality.

But there is another method of expressing an enthusiasm for small States which the modern Prussian has lately pursued with equal energy. He proceeds to cut up the old States to make up new States; and thus expresses his sense of the sanctity of national traditions. He proclaims nationalism for the Ukraine, which nobody ever heard of before as a nation; and to create it he carves off a large piece of the national territory of Poland, which everybody knows to be a nation.

seizes their territory for himself. The situation contains not a few elements of humour; and perhaps the most humorous part of it is the fact that even these little nations, which he has created to love him, do not seem to love him very much. Even these States which he claims to have emancipated, and which he has really invented, appear to be places in which he is neither comfortable nor popular, nor even particularly safe. He has not got much good by drawing a pedantic ethnological distinction between Belgians with Flemish names and Belgians with French names—if we may judge by the representative men of genius who bear the very Flemish names of Cammaerts and Verhaeren

THE PREMIER'S VISIT TO SOUTH WALES FOR THE EISTEDDFOD: MR. AND MRS. LLOYD GEORGE
IN A GROUP AT MAES-Y-GWERNEN HALL.

During his visit to South. Wales for the Welsh National Eiste/dfod at Neath, the Prime Minister was the guest of Mr. T. J. Williams, M.P., at Maes-y-Gwernen Hall, near Swansea. In the group Mr. and Mrs. Lloyd George are seen in front on the left, while on the right in front is Mr. T. J. Williams, with Mrs. Williams and her little daughter behind him, and behind them again, Miss Megan Lloyd George. Standing at the back (I. to r.) are Mr. Towyn Jones, M.P., Sir Vincent Evans, and Sir Frank Edwards.—[Photograph by Newsyaper Illustrations.]

and Maeterlinck And the Prussian's peculiar manner of liberating the Ukraine seems to produce expressions of a gratitude equally peculiar. Carrying the Kaiser's message of goodwill to small nations into that particular small nation seems to be a very reliable expedient for getting murdered.

The simple truth is, of course, that no Prussian

no sense of frontiers. They have proved their utter indifference to all nationalism in a hundred shameless invasions, from their earliest forays to their latest violations of neutrality. The German diplomatists cannot make their new nationalism look natural, or disguise the fact that it is new. But a very practical truth may be learnt from the fact that it is new, and especially from the fact that it is new, and especially from the fact that it is hasty. The cult of small nations is in flat contradiction to the whole historic trend of German thought, to the truth as taught by every representative German thinker. The Prussian was the chief preacher in Europe of the necessity of omnivorous empires, the

professor who proved most conclusively that the small States must be swallowed up by the large ones. If the Prussian is now paying court to the little nations, his language does not mean what it says; but it means something which is, for us, by no means altogether irrelevant. It means that he is beaten.

The true case for the small nations, and the true profit of their presence in the civilised world, is itself a criticism of some of the internationalist fancies in which some of our friends indulge. To judge by the ideal outline of it drawn by some of them, the real objection to a League of Nations is that it will not be a League of Small Nations. Perhaps we may put the point more fairly if we say that it can only be tolerable if it can be, among other things, a League of Small Nations.

It is very hard to make representative government when it is also remote. It is easy to say that Norwich or Northampton are represented on a committee at the North Pole; but they will never themselves rule there, as they can rule in Norwich and Northampton. And the very good government we find in small States, as in Belgium or Switzerland, may not prove that all states should be small, but does prove that the small State should remain as a corrective, if not as a model. The Germans not believe in small nations, because the Germans

do not believe in anything except organisation. They hold that Northampton can be ruled from the North Pole; but their opinion will not be shared by those who live in Northampton. Precisely because Germans believe in anything that is organised, they do not believe in anything that is organic. They do not see that the smallest city may mean the greatest citizen; strangely enough, they do not see it even in their own

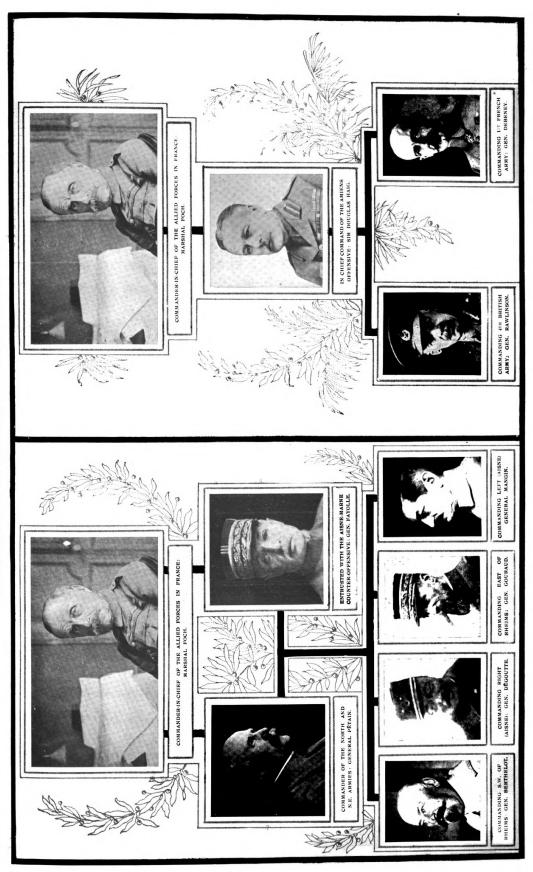
# GENERALS. COMMAND: MARSHAL FOCH AND HIS EXECUTIVE THE ALLIED "LINEAGE" OF THE

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PHOTOGRAPHS BY FRENCH OFFICIAL, BASSANO, AND RUSSELL; PORTRAIT OF GENERAL DEBENEY BY LUCIEN JONAS.



We have endeavoured on this page to explain, as far as has been made known, the relative commands of the various Allied desire negged in conducting the recent victorious battles on the Western Front, for the benefit of any of our readers who may have found the subject contusing. The guiding brain of the whole operations is, of course, Marshal Foch, who was appointed last April to co-ordinate Alinel strategy on the Western Front, and has come to be known as Commander-in-Chief of the Alited Forces, thus realising the long-desired unity of command which has proved so signal a success. Under his direction are com-

manders of groups of armies. Generals Petain and Fayolle, on the Aisne-Mame front, and Field-Marshal Sir Douglas Haig on the Amiens front. Under them, again, are the Generals in command of separate armies in action at different sections of the line—on the Aisne-Mame front Generals Berhelot, Mangin, Degeute, and Gouraud; and on the Amiens front Generals Sir Henry Rawlinson and Debeng. On the Amiens front the 3rd Fench Army, under General Humbert, came into action at a later stage of the offensive, and made good progress towards Lassigny and Noyon.

#### THE DESTRUCTION OF U-BOATS. By FIFERAIL.

FOR reasons that must be perfectly obvious, the Admiralty has consistently refrained from the publication of exact figures relating to the destruction of enemy submarines. The policy is unquestionably sound, but it has led to exaggerated estimates by the public, and consequently, now that a gross figure has been disclosed, to some amount of disappointment, which, it may be sa'd, is totally misplaced. Mr. Lloyd George has told us that since the beginning of the war the Navy has accounted for a round number of 150 U-books.

Now, the actual numbers destroyed are not the most important factor. What counts is the actual proportion of submarines sunk or captured to the total number in commission at the outbreak of war or completed and commissioned since. The figures, so far as they are actually available or can with safety be assumed, are more than a little instructive. In August 1914, Germany had actually 28 submarines in commission, with another 10 in various stages of construction. We know that it was not until after Christmas of that year that the Germans

had made up their minds that the war was going to be a long business, and it is clear, therefore, that they would not have embarked upon a large and accelerated programme of U-boat construction.

It is thus safe to assume that it was not until March of 1015 that they began to build in earnest. Admiral von Capelle has given us the key to the German rate of construction—which has been amply confirmed from contemporary enemy naval records. Before the war the average time for the building of a submarine was 27 months; but that has been reduced to not more than 15 months, though, to be safe, we can put it at 12 months.

But an accelerated programme such as Germany may be assumed to have begun in 1915 takes time to become fully effective, and we can further deduce that it would not be until April or May of 1916 that she really achieved a large output, and there is a large amount of collateral evidence to show the correctness of this deduction. From the direct evidence available,

in addition to what we can deduce, we are able to arrive at the figure of, roughly, 330 U-boats actually completed since the beginning of the war, which, plus 28 already in commission, gives us a figure of 358 altogether. Of these we know that 150 have been destroyed; and if that were all, it would be a very satisfactory figure. But it is unquestionable that a further number have been sunk but not allowed owing to lack of sufficiently definite proof of destruction. The Admiralty is most conservative in this respect. For a U-boat to be given as definitely "out" the clearest proof has to be produced.

KA

Again, as well as those which have been definitely destroyed, there must be at least 15 per cent. to be added for craft which have been so bally crippled as to be of no further use, but have struggled back home.

It is impossible, for the most excellent reasons, to do more than generalise, but the figures and deductions quoted are sufficient to show that the Navy is doing better than well in its campaign against the submarine.

#### THE CONSCRIPTION OF WEALTH. By E. B. OSBORN.

THE conscription of wealth is a much-discussed and plausible plan for removing the burden of war indebtedness, the mere mention of which elicits a lusty cheer wheresoever a few earnest Labourites are gathered together. Inasmuch as the wealth of our country was estimated at £14,300,000,000 in 1914, it seems at first sight easy enough to seize enough of it to prevent the progress of social reform from being hampered by heavy taxation after the war.

The name is new, but the idea itself is very old. One of the early proposals of the kind was drawn up in 1720 by Archibald Hutcheson, who suggested a ten per cent. levy on the total value of all property, together with a like percentage on all salaries. After the Napoleonic wars many plans of the kind were suggested from time to time; and Ricardo, that famous economist, thought it might be advantageous to wipe out the National Debt once for all, provided the nation made up its mind never again to create fresh debt.

After the Franco-Prussian War, to take the last of these historic examples, Menier—the chocolate man—proposed a tax on fixed capital to re-establish French finances. Philanthropy at

other folk's expense seems to be a by-product of the cocoa-bean –1 wonder why? Menier was treated as a bold, bad revolutionary; his books were not allowed to be sold on the public bookstalls, and he was pierced to the heart by the taunt: "De quoi se mêle-t-il? Où il reste donc à faire son chocolat?"

The British Bolsheviks' way of commending a general levy on property—if Labour be conscripted, why not Capital?—suggests a falsehood by suppressing the truth. Capitalists have been conscripted under the Military Service Acts as rigorously as labouring men. However, the artisan who has invested a portion of his increased earnings in War Loan Certificates is not likely to be led astray by this and other "class conscious" arguments. His attitude to the political highwaymen who demand your money and your like resembles that of the Lancashire banner-bearer in a Socialist procession, who was told that the grand Socialistic share-out would give every man £75, and said to his informant "Here, tak' t' pole thysen! I's getten £80 i' t' Co-op!"

After all, it can be shown that a wholesale levy on wealth of all kinds is impracticable. One-third of the national wealth consists of land,

buildings, and farming capital; and at least one-half of railways, mines, businesses, Government and municipal property. Any attempt to realise even a small percentage of the value of these fixed assets would resemble the sale of a bankrupt's stock. History provides a case in point on a minute scale. In 1640 the Crown lands and other forfeited properties were sold by the State, and the prices realised averaged twenty-five per cent. of the

real value, in many cases only 10 per cent. being

The remaining one-sixth of the national property — capital invested abroad and household effects—could be more easily dealt with. But of the first item little is now left unmarketed, and of the second the State could not hope to get in more than a third of its valuation, less the huge cost of marketing, supposing the whole world came to the auction. And in the process the greatest of all our assets would have been shamefully cast away. None could ever again say what Defoe said in 1720: "While the publick credit remains, we can never be said to be poor." We should have sold our reputation for honesty for one of the cld songs sung in honour of the piratical Black Flag by impenitent buccaneers on their way to Execution Dock.

#### ARCHANGEL.

#### a

#### By E. A. BRAYLEY HODGETTS.

WE have occupied Archangel! To the ordinary reader of newspapers this announcement conveys just the simple idea of a fact which may or may not have an important bearing on the war, but leaves him appropriately cold. In very truth the occupation of Archangel by us is in the nature of a recapture, because, before Russia had revolted and retired from the war, we had converted Archangel into a sort of base for the supply of stores and ammunition. Under our auspices the single-track railway to Vologda was made into a double line, and that means that through Archangel we had railway access to the whole of Russia, for Vologda is in railway communication with the Ural Mountains and thence with Siberia as well as with Petrograd, Moscow, and thus with the whole of European

The least imaginative will easily understand, when this is borne in mind, how important it is that we should hold this ancient Russian port. History is repeating itself, for it was in the days

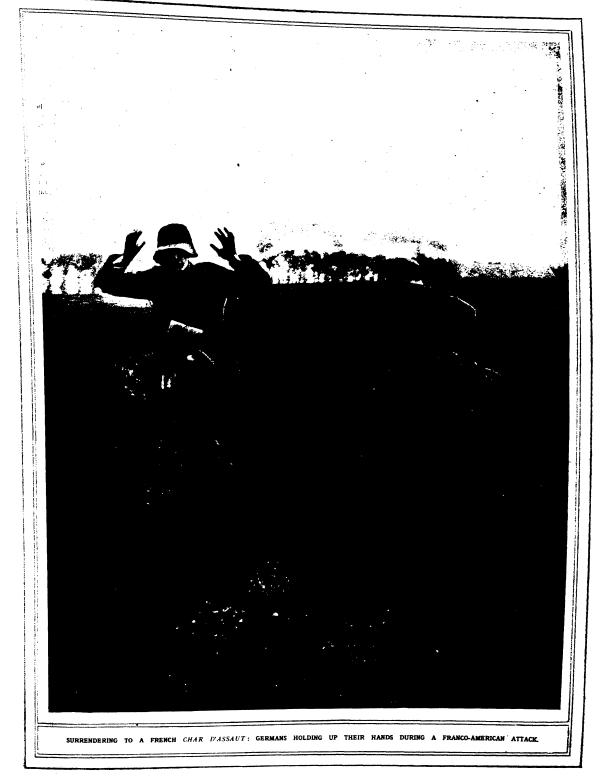
associated with us in this enterprise, for it was the French explorer Cabot, then settled in Bristol, who first conceived the idea of this peaceful penetration. That idea of an enterprising Frenchman resulted in the formation of the Russia Company, which is still in existence. In those days, Archangel was an inhospitable region, but very soon the Russian monks, who had founded a monastery there, developed it considerably. I remember the visit of the late Hepworth Dixon to Russia. He visited Archangel, and much amused a Russian professor, a friend of mine, by describing the grapes which these monks grew in this semiarctic region. But why should not grapes be grown there in the short but hot summer of those climes?

I had the privilege of knowing a governor of Archangel, a Russian gentleman who rejoiced in the French patronymic of Lafontaine. He was loud in the praises of his province, and described it as a land which could, in summer, be made to yield almost anything. Recently Mr. Lethbridge

frequently visited by Peter the Great, who dreamed of making Archangel an important Russian port until he conquered from Sweden the swamp on which he erected his new capital.

The Archangel region represents a vast belt of primeval forests extending right up to the Ural Mountains. In these forests alone there is untold wealth of timber on the surface of the ground, only waiting to be cut down. From a military point of view, Archangel presents many interesting features. It is within easy access of the Murman coast, which is open to maritime traffic all the year round; and thus can always be reached winter and summer. From Archangel, as already pointed out, every part of Russia can be reached by railway, and thus it affords an important rallying point for all Russians who desire to shake off the Bolshevik yoke. When the Bolshevik régime was inaugurated, it may be interesting to mention, the diplomatic representatives of the Allies made Vologda their headquarters. It is at Vologda that the best elements of the Russian nation may

## AMERAD! A PHOTOGRAPH TAKEN FROM INSIDE A FRENCH LIGHT TANK.



This photograph was taken from the interior of one of the small and fast French Tanks known as chars d'assaud Schneider, during the Franco-American attack on Vierzy early in the great counter-offensive south of Soissons. The French light Tanks played a glorious part in the battle. They first broke through the enemy's lines and prepared the way for the infantry, whom they then accompanied in their advance. Owing to their symarkable rapidity of manocuvring, and the daring of their crews, no obstacle could

stop them, and they attacked hostile batteries and centres of resistance under beavy fire both from machine-guns and special anti-tank guns concentrated upon them. Each section of Tanks reduced, on an average, from 15 to 20 German machine-gun ports; while with their own machine-guns they spread havoc in the enemy's ranks and filled his trenches with dead. They also secured large numbers of prisoners. The value of the light Tanks was thus put beyond all doubt.

#### AMERICAN AVIATORS AND AIR MECHANICS.

RECENT official communiqués dealing with the Second Battle of the Marne lay special emphasis on the good service done by American fighting pilots. The beauty of the American system is that, when a mistake in policy is discovered, the American "cuts. his losses" and starts out on a new line of action at once. Consequently, when it was found that the American aircraft programme had gone wrong, the American military authorities cut their losses in that direction, turned all their available factories on

and jigs needed for the production of goods on automatic or semi-automatic machines. They are as important es draughtsmen and designers, and are paid as such.

Between them and the mere factory operatives working almost entirely on piece-work, there is an immense gap. The operatives are mere machineminders, erectors, or assemblers. They do one job day in, day out, possibly for years. They draw big money, because they are highly skilled at their

one job, and are paid generously according to the results of their work. The American manufacturer has the sense to see that, if he gets a corresponding amount of work out of a man, it does not matter whether the man is drawing forty shillings a week or twenty pounds. And the American workman has the sense to earn all the money he can get-therefore he goes for output for all he is worth.

The result, however, is that the factory operative, though well paid, well fed, and well read, has a

very limited knowledge of practical mechanics. He may have earned his fifty dollars a week fitting hundreds of cylinders a day to Ford cars, but that has never taught him how to adjust the valves of a Rolls-Royce aero-engine; whereas the ordinary garage-hand from a little English country town—who was getting, perhaps, thirty shillings a week—has probably had, at one time

or another in the five or six years before the war, specimens of pretty nearly every make of car, French, Italian, German, and British. through his hands. Consequently, the English mechanic picks up all the tricks of tuning an aero-engine in remarkably quick time, whereas the highly paid hand from an American automobile plant has to learn everything from the beginning. The American tool - shop specialists are, of course, kept in America to arrange for the output of American aero-engines and to give the Allies that immense quantityproduction which has been promised.

Now here again the

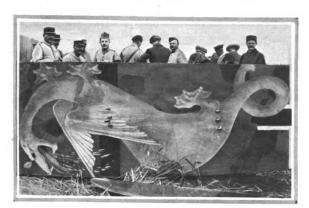
American authorities have shown their commonsense. As in the case of the pilots, instead of trying to do all the training themselves, they have sent their air-mechanics who are to be in thousands to Europe, utterly untrained, but extraordinarily keen, and astonishingly willing to learn. Consequently, at every aeroEditor of "The Aeroplane"

They are better educated, so far as school education goes, than are the majority of the men from whom they are learning. Moreover, much is being done by the American Y.M.C.A. to help their aeronautical education. The Y.M.C.A. people have organised a regular library system by which the latest and best books on aeronautical subjects and the leading aeronautical papers are circulated to all the detachments of American mechanics in Great Britain, and one imagines that the same thing is being done for those in France and Italy. Here again the American authorities are showing sound commonsense, and one does not know of anything of a similar nature being done by any other of the Allied Services.

By C. G. GREY,

The result of all this is that the training of American pilots, observers, machine-gunners, nomb-droppers, and mechanics is proceeding at a pace which corresponds with the training of the rest of the American Army. How good that training is has been proved by the work of the American troops in General Pétain's offensive on the Tardenois salient. Therefore it is not surprising to find American aviators doing their full share in bringing down Huns. Given aeroplanes and engines which are as good as those of the other belligerent nations, and given mechanics who are as clever at keeping them tuned up to concert-pitch, the American aviators are very well able to give a good account of themselves in air-fighting.

People are rather apt to forget that the biggest war the world has ever seen, up to this present war, was the American Civil War of the 1860's. Even in the Napoleonic wars the number of men engaged was not so great. Napoleon's army which invaded Russia numbered less than half a million, including all his allies, and, if one included supports and reserves between Russia and France, it was probably under a million; whereas, if one's memory is not badly at fault, the army of the Northern States alone numbered over two millions in the Civil War.



THE WAR IN THE AIR: THE "SIGN" OF A TWIN-MOTOR COTHA BROUGHT DOWN
BETWEEN DUNKIRK AND ST. OMER.

to building school aeroplanes and engines, and set to work to produce pilots.

The American Government did not wait for home-made training machines to be built. It simply took the applicants in batches of hundreds at a time, and packed them off to Europe to be trained at the British and French and Italian training serodromes on the machines of the country in which they were being trained. It kept enough of them in the States to use up all the American-built training machines as fast as they could be built; and, as the output of such machines and their engines increases, so the number of aspirant-aviators who are kept at home for their training is increased also.

There is one thing about the American: although he makes colossal mistakes, chiefly through being in a hurry, he is full of commonsense, and he generally does the sensible thing. And one of the most sensible things the American authorities have done is to realise that an aeroplane needs mechanics to keep it in the air, as well as a pilot to fly it. The problem of supplying mechanics has been tackled in the same commonsense way as has the supplying of pilots.

One of America's difficulties is that the mechanic, as understood in France and England, practically does not exist in the United States. The French' and British aeroplane-mechanic is a man who can do any old job. He can use a file or a chisel or a lathe or a drilling-machine with equal facility. He can handle solid metal or sheet metal, tubing or wire, with equal ability. At a pinch, he can operate on wood-work, or can fit and stitch aeroplane fabric. As a rule, he has learned his variegated knowledge in a motorgarage or a bicycle shop, or in a small factory where everybody has to do a bit of everything.

American industrial system, with its



THE WAR IN THE AIR: FIVE BOMBS REMOVED FROM THE WRECKAGE OF A COTHA BROUGHT DOWN BETWEEN DUNKIRK AND ST. OMER.

Moreover, the born American is descended from ancestors who were sufficiently brave and adventurous to leave Europe and fare forth into the New World. The American by adoption has also something of the same venturesome spirit. Initiative is, above all things, necessary to the successful aviator who have the description.

## "SEVERAL THOUSAND PRISONERS HAVE FALLEN INTO OUR HANDS."

BRITISH OFFICIAL PHOTOGRAPHS.



DEALING WITH GERMAN PRISONERS CAPTURED ON THE BRITISH FRONT: IDENTIFICATION BY PAPERS AND PERSONAL BELONGINGS,



A TYPICAL INSTANCE OF SURRENDER DURING A BRITISH ADVANCE ON THE WESTERN FRONT: A GERMAN EMERGING FROM A DUG-OUT.

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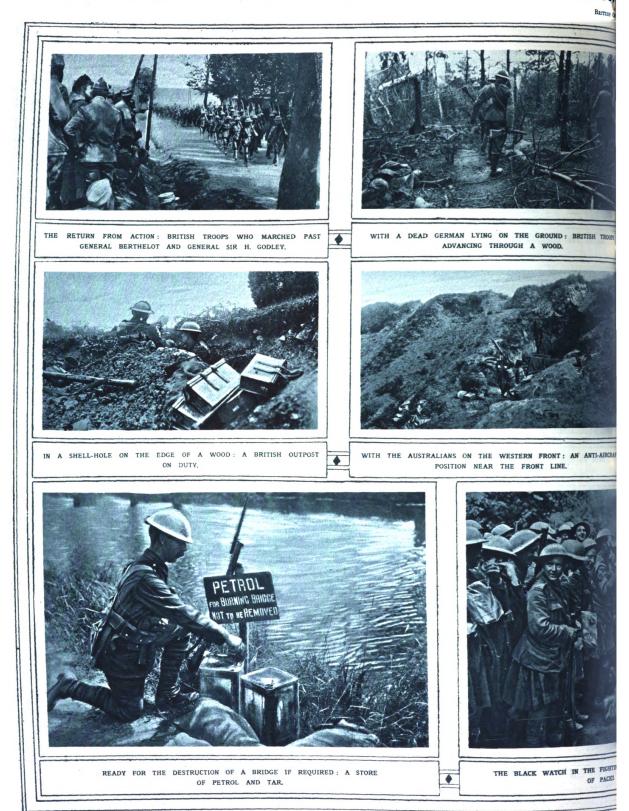
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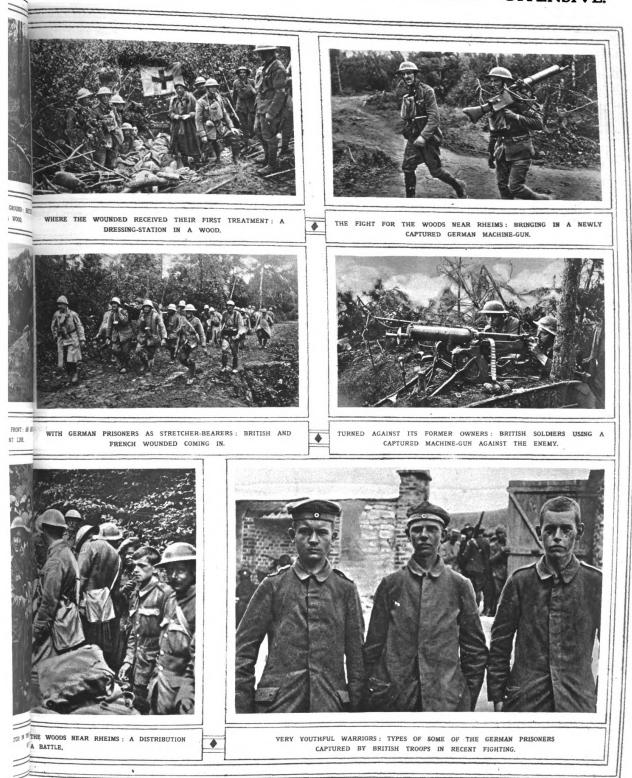
From the moment when a prisoner surrenders on the battlefield, he passes through various stages, including an examination of his papers and personal possessions for purposes of identification, before reaching his final destination. The problem of handling large bodies of prisoners during a big offensive, such as that made by our trops and the French east of Amiens, is in itself one of considerable difficulty. On the first day alone, as announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners were already announced by Mr. Bonar Law in the House, "upwards of 7000 prisoners

#### THE VICTORIOUS BRITISH ARMIES ON THE WESTERN FROM



A striking feature of the recent great battles on the Western Front has been the close co-operation of all the Allied troops, who have fought side by side in a spirit of friendship mutual confidence. In addressing the British troops on behalf of the French Army, General Berthelot said: "Your French comrades will always remember with emotion your spirit spir

## UR GALLANT TROOPS IN THE GREAT ALLIED OFFENSIVE.



of the eastern flank. They had only just come up across the Marne to the line midway between Reuil and Rheims-had, indeed, scarcely got out of their molor-wagens. With a French force and some Italian elements at their sides, the British regiments advanced on a front extending from the Rheims high road near Bouilly to the Ardre Valley, near Mariaux (subsequently captured). The fighting has been most obstinate. To-day a new assault gave us the village of Bouilly and a nest of machine-guns. . . . Among the 400 prisoners are two battalion commanders and nine other officers. The importance of the action is to have pinned down a pretty large force which might have been sent to trouble us elsewhere."

#### IV.—WAR LABOUR IN AMERICA.

THE war-labour situation in America is very

strikes have happened since Governmental organ-

isation became general, and none are likely to occur. America has been particularly fortunate in

the fact that at the head of her most powerful

workers' organisation, the American Federation of

Labour, she has had Samuel Gompers, sincere

patriot, able executive, and, long before his country

came into the war, intensely—almost violently—advocating her participation. Every strike which

has occurred in any of the Allied countries has

distressed this really great commoner intensely.

For the agitators who have tried to disrupt industry

in his own land Gompers and his chief associates

have shown the most earnest scorn; and the

American Federation of Labour, under his leader-

ship, has been of great assistance to the Govern-

ment in its successful efforts

to trace and sentence to

severe punishment the German agents who have been

responsible for the birth of

most of the American labour

troubles and of all the outrages in American munition-

factories. It has been to a considerable extent through

such intelligent co-operation

that the honest working

men of the United States have helped their Govern-

ment in its successful pro-

secutions of the prime

movers in the infamous I.W.W. movement. So

much for the basic patriotism

This has been shown with

emphasis in almost every

great war - enterprise-most markedly, of course, in the

nation's greatest work of all, ship-building. In the ship-

yards disturbing agitators

have found few sympath-

of the American workers.

good indeed, and getting better. No serious

wages and other great expense inseparable from the abnormal times, much lower than usual.

And waste, for the first time in the history of an American harvest season, seems to have been practically eliminated. Even the perishable fruit harvest has been handled with a minimum—an extraordinary minimum—of spoilage. When this fact is considered in connection with growing tonnage, it leads to the conviction that food prices presently will somewhat decrease.

The Government control of hiring of unskilled labour began throughout the United States on Aug. 1. This was designed especially to strengthen industries other than agricultural which are of a nature tending to make their operation help or hinder the fighting forces of the United States and

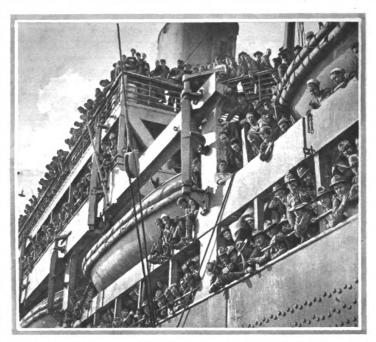
scramble which so often has accompanied sudden demands for labour on large scales. Competitive bidding for unskilled labour in the past has been a fruitful source of waste, and has tended to keep workers constantly upon the move, greatly to their own and to the public's loss.

By Edward Marshall.

The general labour situation in the United States is now wholly in the hands of the War Labour Policies Board, of which a very able citizen, Felix Frankfurter, is head. It became apparent very early in America's war experience that, unless every industry in the whole land worked in unison with every other, disaster to everyone concerned would be inevitable. Indeed, in a considerable measure disaster came, and the whole cause of the Allies suffered. As Mr. Frankfurter declared, Government department

had competed against Government department for materials and men, munition-factory had competed against munition factory, shipyard against shipyard, war industries in general against farms.

It was to prevent such episodes that the President made the Secretary of Labour National Labour Administrator, his task being to synchronise the country's labour with its labour needs. This Board consists of representatives of all Governmental agencies responsible for the production of the necessities of the war "representatives of the Army, the Navy, the Shipping Board, the Emergency Fleet Corporation, the Fuel Administration, the Food Administration, the War Industries Board, the Railroad Administration, and the Department of Agriculture. It meets weekly to consider problems as they may arise, and has extraordinary powers. Its members are among America's greatest industrialists: it includes the Vice-President of the American Federation of Labour, and one University Professor notable as an industrial economist.



a shipping feat in which britain has shared largely: the transport of american troops—  $\qquad \qquad \text{the first sight of france.}$ 

American troops on board the "Leviathan" (formerly the "Vaterland," now converted into a transport) are here seen taking their first look at France on arrival at a base port. Sir Joseph Maclay, the Shipping Controller, recently stated that, of the million and more United States troops so far brought over, about three-fifths had been carried in British ships.

U.S. Official Photograph.

isers. In one case the effort to start a strike among the riveters started, instead, that series of competitions among fast workers which began in the United States and spread to this side, speeding up work among all

Perhaps the most picturesque development of that American Government

control of labour which has been born of the great war necessity began with the start of harvest in the Southern States, and continues as the harvest passes northward. Thus, for the first time, this year's harvests are being gathered with methodical precision, and to a very considerable extent without that waste which bitherto frequently has resulted from labour shortage at some points and lebour surplusage at others. All movements of the crop-gatherers were arranged upon a careful schedule; their employment frequently includes transportation from considerable distances.

Every effort has been made to impress upon the American public mind a sense of its responsibility for the food supply of its Allies, as well as for that of its own soldiery in France and elsewhere. The result of all this careful forethought is that the bumper harvests which seem to indicate that Kaiser Wilhelm is in error when he announces that God sides with the Cermans are being gathered, threshed, transported, and warehoused for despatch across the sea or to American points with a speed hitherto undreamed of, and at a cost, despite high

its Allies. At present this Government control applies only to common labour employed in plants each using more than one hundred men, but the Government has announced its intention to extend the operation of the plan later to skilled labour. When this extension is complete, the Government will control—somewhat indirectly, but still sufficiently to prevent any dislocation from whatever cause—the industrial effort of not less than thirteen million men and women.

The scheme does not contemplate compelling amm to take work which he does not wish to take, nor any employer to hire men whom he does not wish to hire; but it does provide a system of rationing for large employers which will allot them labour, at a time of scarcity, exactly in proportion to the importance of their output in the great task of helping to win the world-war.

The first two months' call for unskilled labour under this system was for about five million recruits. It was promptly met, without a sign anywhere in the United States of that wasteful By common agreement, the various States have subordinated all their public employment organisations to the decisions of this Board; but the State remains the unit. Branch offices radiate from the central State offices, and groups of States have been formed into such districts or zones as have seemed logical.

Through co-operation with other agencies, the Board will be enabled to enforce its mandates in the most picturesque and effective manner by withdrawing from rebellious employers their supply of raw materials, of coal, of transportation for their products. All this can be done without any Court procedure, and, obviously, will be quite sufficient to accomplish the desired result.

Among the manifold activities under consideration by this unprecedented organisation is the equitable standardisation of wages and conditions of labour. So, for these and many other reasons, America looks forward with confidence to her war-labour probabilities.

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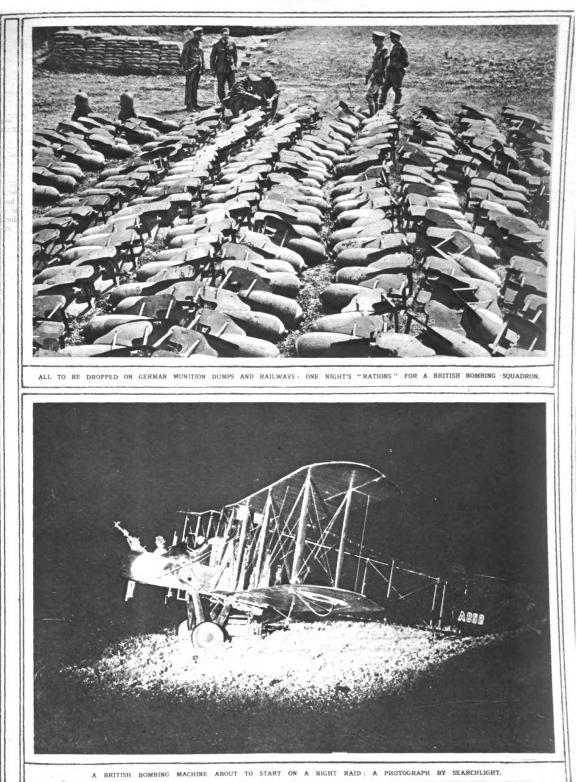
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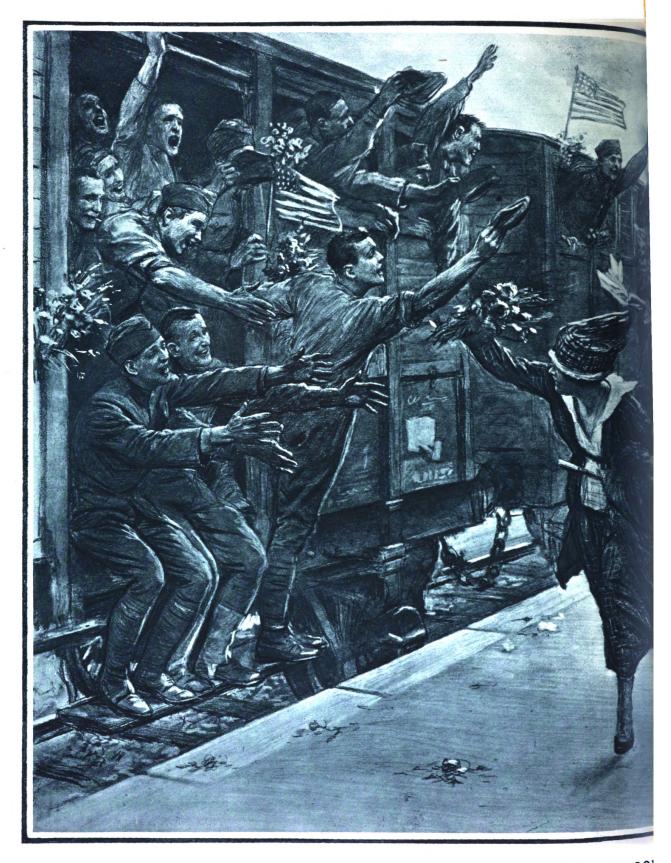
#### THE GREAT BRITISH AIR OFFENSIVE: PREPARATIONS FOR NIGHT-BOMBI

OFFICIAL PHOTOGRAPHS



The Royal Air Force has taken a great and increasing part in the battles on the Western Front. Its contribution to the Amiens victory consisted not only in fighting and reconnaissance work by day, but also in constant night bombing raids over the German lines. A typical account of its work was given in a British official communiqué of August 11, which stated: "On August 10 there was intense fighting in the air, mainly over the battle-area. Forty-one enemy machines were destroyed during the day, and 20 were

driven down out of control. Twelve of our aeroplanes are missing. Twenty-three a-half tons of bombs were dropped by our airmen in the course of the day, and 31 principally upon bridges and stations in the Somme Valley, during the following The work of reconnaissance and observation for artillery fire was carried on along the front, while co-operation with the other arms has been continued. The small arms a nition fired upon retreating enemy troops and transport has broken all recent records



"AS TO A FEAST": AMERICAN TROOP

This drawing, which shows the scene one Sunday at a station in the suburbs of Paris as a troop-train passed through conveying American soldiers to the front, recalls the recent words addressed by General Mangin in his Order to the 3rd American Army Corps, regarding their share in the great counter-offensive. "You went to the battle,"



#### ON THEIR WAY TO THE FRONT.

he said, "as to a feast. Your magnificent dash overthrew and startled the enemy, and your indomitable tenacity stopped the return attack of his fresh divisions. You shown yourselves worthy sons of your great country and you have you the admiration of your contrades in arms."

IN THE UNITED STATES AND CANADA.

#### BOURLON WOOD; AND ENEMY SMOKE-SCREENS: R.A.F. PHOTOGRAPHY.

BRITISH OFFICIAL AIR PHOTOGRAPHS.



A SCENE OF MUCH FAMOUS FIGHTING ON THE WESTERN FRONT: BOURLON WOOD AND THE SURROUNDING COUNTRY PHOTOGRAPHED FROM THE AIR.

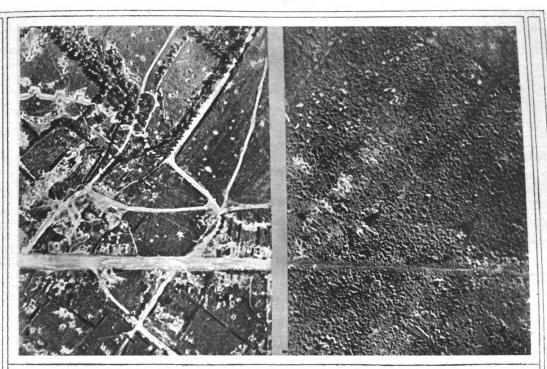


ENEMY ATTEMPTS TO CONCEAL HIS GUN-POSITIONS BY SMOKE-SCREENS FRUSTRATED BY THE CAMERA: AN RAF, AERIAL PHOTOGRAPH.

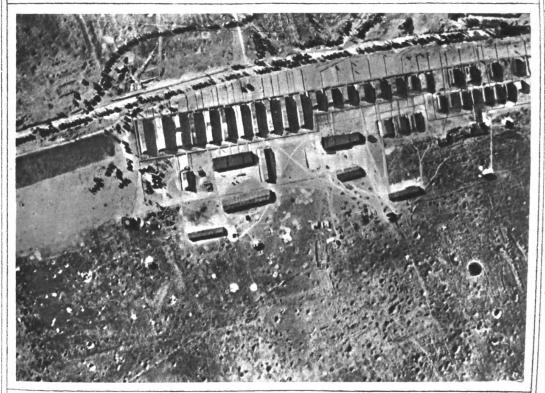
These remarkably interesting photographs taken over the enemy's lines by observers of the Royal Air Force illustrate various ways in which air photography helps the work of the artillery and the bombing aeroplanes. Aerial photography, indeed, is an important element in the revolutionising of military methods which the development of aviation has

brought about. It reveals with ruthless accuracy and in clear detail every new work of construction and disposition which the enemy undertakes on and behind his front, and the side which holds the mastery of the air naturally gains thereby an immense advantage. The photographers of the R.A.F. flying over the German lines opposite the

BRITISH OFFICIAL AIR PHOTOGRAPHS



AN ENEMY-HELD VILLAGE BEFORE AND AFTER A BRITISH BOMBARDMENT: TWO R.A.F. PHOTOGRAPHS—THE LATTER SHOWING COMPLETE OBLITERATION.



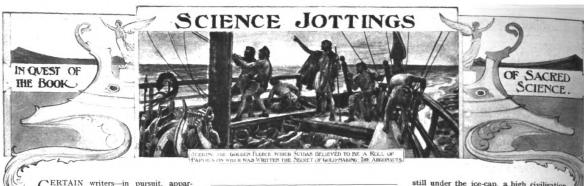
A FINE TARGET FOR AIR-BOMBS AND MACHINE-GUN FIRE LOCATED: AN R.A.F. PHOTOGRAPH OF ENEMY HUTMENTS-TAKEN FROM A LOW ALTITUDE.

Continued.]

TY,

British front have obtained for our commanders invaluable information regarding the position of enemy guns, trenches, railways, ammunition-dumps, aerodromes, and hutments. Such information is not only of immense use to the British artillery, but also to the bombing sections of the R.A.F. itself. The photographers can supply the bombers with

detailed studies of their objectives, such as aerodromes, factories, or railway junctions, their surroundings, and the routes by which they may be reached. Often, too, photographs are taken during a raid, showing the bombs actually falling and bursting, or the state of the stat



CERTAIN writers—in pursuit, apparently, of the laudable object of making our flesh creep—have lately put forward the theory that the population of the earth is increasing beyond the

earth's capacity to provide subsistence for it, and that therefore everything will come to a stop at a time fixed at from two to seven centuries. Sir William Crookes, as has been shown over and over

again in this column, said the same thing more than twenty years ago, and defended it by arguments better founded and reasoned than a good many now brought forward in its support. Such ideas are by no means although they have generally been advanced on religious rather than on scientific grounds. In the year 1000 A.D., for instance, Western Europe was so convinced that the world was coming to an end that many of the rich left their possessions, "in view of the approaching end of the world," to the churches, into which the poorer part of the population flocked daily in such numbers that the fields went untilled and a serious famine was produced. Even some fifty years ago, poor Dr. Cumming used weekly to appal the souls of his congregation with the prospect of a speedy end of all terrestrial things; and many worthy people used to exercise their minds with speculations as to whether Napoleon III. was or was not the Antichrist whose coming was to herald the Last Judgment. None of these speculations, however, prevented them from making full provision for the immediate future in the way of investments, renewal of leases, and the

like; and the change from what occurred nine centuries earlier may be held to mark the world's advance towards a saner view of the future.

Now the scientific standpoint which seems to have succeeded the religious way of looking at

such things is based on the assumption that everything will go on as before, and that the human race possesses no power of adapting itself to its environment. The population of the earth, it says in effect, increases at a certain fixed rate which we may call x; while the area under cultivation has already nearly reached its limit, and can therefore only produce an amount of food which we will call y. Hence in time the natural increase of x will catch up and outpace the stationary y, and the race will be doomed either to complete extinction or to a furious competition and struggle for the bare means of subsistence to which the battles of Swift's Yahoos will be peace and plenty. The only remedy that

#### THE END OF THE WORLD.

these prophets of ill think likely to avert this consummation is the volentary limiting of the increase of the population — a subject which cannot be gone into here.



THE SCIENCE OF MILITARY COMMUNICATIONS: A BRITISH TELEPHONE
AND TELEGRAPHY SECTION LAYING WIRES ON THE OISE FRONT.

French Official Pholograph.

This view, however, seems to the present writer to be in the last degree unscientific, if science be taken, as it should be, as connoting exact knowledge based upon ascertained fact. Before ever the wheat-plant grew wild in its first home in Mesopotamia, because the Land-between-the-Rivers was

still under the ice-cap, a high civilisation had already sprung up, as archæologists tell us, in the mountains of Elam. Yet the makers of this civilisation must

have fed upon something, and this something was certainly not wheat. If the thing which shall be is the thing which has been, therefore, we may be sure that, if the population increases, the means of subristence will

increase with it, and that some new food will be discovered which will be as superior in nourishment and portability to wheat as wheat was to the acorns and nuts upon which, according to classical tradition, the first civilised being subsisted.

What this will be it would at present be idle to guess; but, after all, a great part of the world's inhabitants live not upon wheat, but upon rice, and, with the application of experimental science to agriculture, we may confidently hope for a cereal which can be easily grown in latitudes extending far to the north and south of the present limited wheat belt.

Nor has the last word been said in the cultivation of wheat itself. The Cambridge experiments have shown that varieties of wheat can be produced differing as widely from the staple British type as a mastiff does from a Pekingese lap-dog, and that with a little care almost every species of soil could be fitted with a cereal plant suited to it. With such help, the increasing production of cereals might easily catch up, and even overpass, the increase of population.

Nor must we neglect the question of portability—or rather, of transport. Even now, the world's supply of cereals would probably be insufficient if we had no other means of carrying the

crop from the more fertile areas to the less fertile than the packanimal and the slow-sailing wheat-ship. Railways and steamers have made this operation so easy that Argentine wheat reaches our markets in less time than the Egyptian formerly took to arrive in Rome. Yet what may we not hope from transport by aeroplanes which fly at from one to two hundred miles an hour, cost comparatively little to build, and require no huge outlay for maintenance of permanent way or thousands of "hands"? It is from this quarter that salvation may most hopefully be looked for; and, even if it disappoints us, we may be sure that the resources of civilisation are not so near exhaustion as our croakers would make out.-F. L.



LINES OF COMMUNICATION ON THE OISE FRONT: A MOUNTED MAN OF A BRITISH TELEPHONE AND TELEGRAPHY SECTION AT WORK AMONG FRENCH GRAIN CROPS.—[French Official Photograph.]

#### "Never gallop Pegasus to death."-POPE.



#### INDOOR WORKERS.

When lack of exercise, excessive brain power or nerve strain make you feel languid—tired—depressed—a little

## TRADE "FRUIT SALT" MARK.

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient gently stimulates the liver, the body's filter. With this important organ working properly the blood becomes pure and the nerves normal. Sound refreshing sleep, a clear brain, and good digestion are sure to follow.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most reliable digestive regulator.

Remember that "FRUIT SALT" has for upwards of forty years been known by the Trade and the Public to mean the saline preparation of J. C. ENO, and no other.

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J. C. ENO, Ltd., "Fruit Salt" Works, Pomeroy St., LONDON, S.E.





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Self - Measurement Form and Booklet N free on request.

Real Navy Serge direct from Portsmouth, any length cut, and sent carriage paid. Write for Pattern Book 39

J. D. MORANT, LTD.
(Contractors to the Admiralty),

PORTSMOUTH.

#### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SWAINE, SOAME, BASSANO, LAPAYETTE, SPORT AND GENERAL, AND ELLIOTT AND FRY.



LIEUTENANT E. K. REYNOLDS. Canadian Infantry and R.A.F. Eldest son of Mrs. E. K. Reynolds, Calgary, Canada-Killed while flying.

0



LIEUTENANT M. S. WILKINS, Gloucester Regiment. Only son of Mr. and Mrs. W. Sydney Wilkins, late of Clifton.



CAPTAIN E. H. COMBER TAYLOR, Royal Air Force. A very promising young airman who gained rapid promotion. Has been officially reported as having been killed while flying.



LIEUT. R. B. MARRIOTT-WATSON, M.C.,
R. Irish Rifles. Only son
of Mr. H. B. MarriottWatson, the well-known author.

0



BUCKINGHAM, Devonshire Regiment. Son of Prebendary F. F. Buck-ingham, Devonshire. Officially reported killed in action.



CAPT. R. C. MACPHERSON. CAPT. R. C. MACPHERSON, R.F.A. Youngest son of the late Sir J. Molesworth Macpherson, C.S.I., and of Lady Macpherson, of Creag Dhu, Onich, Inverness-shire. Died ot wounds.



Q.M.A.A.C. Drowned, it is pre sumed, on the torpedoed trans-port "Warilda." Mrs. Long, with Mrs. Burleigh Leach, founded the Corps.



LIEUT. G. L. DREWRY, V.C., Royal Navy Reserve. Won the Victoria Cross at the landing at Gallipoli. Has been accidentally killed on active service.



CAPT. CHARLES DAVID DANBY,

R.A.F. One of the first to take photographs over the enemy's lines. Killed in an accident while flying. Awarded the M.C for a daring flight.



COL. PERCY EDWARD LEAHY, York and Lancaster Regt. Son of Mrs-Charles Leahy, of Ballycarty, Tralee, Co. Kerry. Served in Galipoli and Egypt. Men-tioned in despatches.



2ND LIEUT. BASIL A. CECIL MORGAN, Hampshire Regt. Son of Lieut. Col. Cecil Buckley Morgan, D.S.O., Dur-ham Light Infantry. Previously reported missing; now reported killed.



CAPT. H. L. GROGAN, M.C.

Worcester Regt. He was recently awarded the Military Cross for gallantry in the field.



CAPT. C. GORDON-BELL, Royal Air Force, Killed in a flying accident in France while testing a new machine. He was one of the earliest English airmen, and well known for his skill

CAPTAIN O. R. LLOYD,

King's Own Yorkshire Light Infantry, Son of Major T. E. Lloyd. Has been officially reported killed in action.

ø



LIEUTENANT B. H.

QUINE,
The Black Watch. Has been officially reported by the authorities as having been killed while on active zervice.



MAJOR J. C. CALLA-

MAJOR J. C. CALLA-GHAN, M.C., Royal Air Force. Had been awarded the Mili-tary Cross for conspicu-ous courage and gallan-try on active service. Officially reported as having been killed while on active service.

CAPT. H. M. MACINTOSH, Argyll and Sutherland High-landers. The well-known Cambridge "Blue." Son of Rev. Dr. and Mrs. Maci



2ND LIEUT. ALFRED PRÆTORIUS,
Royal Field Artillery, Killed
in action. Saw service in
the Boer War and native
rebellion.

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provides a lightweight, yet warm and depend-able, defence against rain, mist or cold wind.

The inside is of luxuriously soft, thick Camel Fleece. The outside alone provides a Weatherproof that excludes wet or wind without rubber or other air - tight material; the Fleece Lining, a smart British Warm; and the two together the staunchest self-ventilating safeguard possible for the worst conditions of air-work.

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"Burberrys," Tielockens and
Burberry Air Warms Cleaned
and Re-proofed Free of Charge.



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#### LITERATURE.

A Voice from the Austrian Ranks.

Several books have appeared from time to time on the Russian invasion of Galicia and the subsequent Carpathian campaigns—all written from

the Russian standpoint and side, by accredited British war - correspondents with the Russian Army. They described the fine doings of the Russian Army while it existed as a fighting force. On the other hand, until the present appearance of "With the Austrian Army in Galicia" (Skeffington) no account from within has been given to the world of what was taking place meanwhile on the other side. The book under review deals with life in the ranks of the repeatedly hammered and badly beaten Austro-Hungarian troops. The narrative, furthermore, makes a timely appearance just now for the remarkably interesting and instructive sidelight that it incidentally throws on the daily life and opinions of the rank-and-file of the Emperor Karl's composite armies still in the field— the Austrian troops who are confronting our own forces





AN INTERESTING WEDDING: MISS LOUISE BOWDEN-CAPTAIN JOHN TANNER.

Much interest was displayed in the recent wedding of Capt. John Tanner, son of Sir Henry Tanner, C.B., I.S.O., and Miss Louise Bowden, who is a daughter of Sir Frank Bowden, J.P., F.R.C.S., who is the founder of the well-known Raleigh Cycle Company, and is also extensively engaged in the manufacture of munitiona.

in Italy in co-operation with the Italian main armies, and the French and Americans. The author, then a Lieutenant Octavian C. Taslauanu, went through the campaigns he

describes as an officer in the Austro-Hungarian Army. He is of Roumanian nationality, and was compelled by his domicile in Hungary in 1914 to serve with a Honved regiment of the line. At the outbreak of the war he was regiment of the line. At the outbreak of the war he was secretary of the "Society for Roumanian Culture in Hungary." From the outset, as M. Taslauanu

shows plainly on every page, he made no secret to his comrades and immediate superiors that his life's hope was to see Roumanian Tran-sylvania ultimately freed from the Hungarian yoke. He even told them that he frankly regarded the Austrian defeats as really victories for his nation. M. Taslauanu's day-to-day accounts of his campaigning experiences and life, his comrades, and the higher Austrian officers, with numerous battlefield adventures, related in picturesque and graphic detail as an eye-witness's record, make up an arresting highly attractive tale, and one that is and nightly attractive tale, and one that palpably genuine and reliable in particulars.

After suffering severe hardships and various indignities at the hands of certain

of his Austro-Hungarian superiors and over-lords, he was able to get across the frontier into Rouma and so cast off his servitude. He wrote the present book on regaining his liberty with the aim of not only presenting a picture of life in the Austro-Hungarian Army, but also of bringing before the world at large testimony as to the oppres-

sive treatment to which the hapless Roumanian inhabitants of Transylvania, who have been conscripted and compelled to fight in the ranks of the Austrian armies, are daily and hourly being subjected at the present time.

Mr. Frederic Coleman, "The Far East Whose very alert book, "Japan Moves North," was reviewed by us recently, amplifies some of its most fascinating topics in "The Far East Unveiled" (Cassell). The subject of this new volume is nothing less than the real mind of Japan, with special reference to China and the Pacific-in other words, Mr. Coleman attempts to discriminate Japan's true purpose there from her speech and action during the war, both of

which have been open to various interpretations. This he does chiefly through interviews with leading politicians and publicists in the country itself. He has had excellent opportunities for acquiring information, and tenaciously took advantage of them—with an amusing pertinacity overcoming the Oriental habit of evading matters th interviewed one was not inclined to by loquacity upon





ENGAGED: MAJOR HAROLD EATON HART, M.C., R.F.A. -MISS JEANNETTE DESCAMPS.

r Harold Eaton Hart, M.C., R.F.A., is the youngest son of Mr. George Eaton the General Manager of St. Clement's Press, Portugal Street, W.C. Miss Descamps the younger daughter of M. G. Descamps, of the Rue de la Boêtie, Paris. Photographs by Beresford.

> others the interviewer had no mind to. The result is that his pages seem to come red-hot from a direct and personal discussion, and are at once vivid, entertaining, and authentic. That they relate to the events of 1916, and authentic. that much has happened since then—particularly America's entry into the war, and her vast military effort in consequence—to modify the possible secret ambitions of Japan, es not lessen the significance of Mr. Coleman's comments and conclusions about her policy. On the contrary, it only gives these point. He is nothing if not candid about the Japanese. Their intentions in China, the Five Groups Demands, the Open Door in Manchuria, their inefficiency in industrial organisation, and reputed crookedness throughout the East in commerce, are dealt with very faithfully by him. Nevertheless, the main result of his study of actual conditions is a belief that a new mind has appeared in Japan which enables her to see that her future depends on her abstention from grasping the momentary advantages offered her by a war absorbing the world's attention elsewhere.







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And very well she lives, too, upon the excellent, succulent, unrationed nourishment provided in

### FLAPPER SARDINES

the pick of Southern seas. *Real* sardines, skilfully packed for particular people in pure rich oil.

If you can write a good Limerick on the excellent qualities of "Elapper" Sardines, post it, with your own and your registered grocer's name and address, to the "Elapper" Sardine Co., is, Stanley Street, Liverpool, who will send post fore to every author of a Limerick accepted by the "Elapper" Sardine Co., as ince trial tim of "Elapper" Sardines Co., and in any "Plapper" Sardine Co. must be taken as final in any



Here is a young lady of means Who, although not yet out of her teens, Has made a sensation— Refused her meat ration, And lives upon "Flapper" Sardines.



## Rhymes of the Times.



Now Simon met another pieman,

Coming from the fair; Said Simple Simon to that pieman,

"Let me taste your ware."
The pieman said to
Simple Simon,

"Pie-vending does not pay.
A charming soap I sell instead—

It's 'PRICE'S COURT BOUQUET.'"

## OURT BOUQUET

The Charm of Court Bouquet lies in the velvety nature of its lather and the naturalness of its perfume. It is made by

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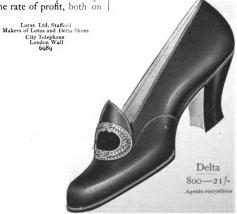
## Lotus

OTUS Ltd are making as many shoes as they can, making them as well as they can, and supplying them to over twelve hundred shops in the United Kingdom.

Their object is to give the public not only the best value but also the best service obtainable in these times.

To this end they are keeping the rate of profit, both on

making and on selling, down to the pre-war level, and they are distributing their output fairly and squarely on fixed dates amongst the twelve hundred shops appointed to sell Lotus and Delta. In every town and district there is one, in many there are two, of these shops.



#### NEW NOVELS.

"Gentlemen at Arms."

We so m to have been looking for "Gentlemen at Arms." (Heinemann) for some time. It is not that the war some adequate writers on the retreat

has not produced some adequate writers on the retreat from Mons, trench warfare, and the other world-shaking incidents of the biggest military events in our history. Far from it; we remember "Boyd Cable" and Major Corbett-Smith, and the really wonderful galaxy of talent that Maga has gathered to itself in the last four years. There is always room at the top; and there was so palpably room for yet another, with just "Centurion's "individual touch, who could link the men of Mons and the New Army to the beloved soil of England whence they sprang. The sketches in "Gentlemen at Arms" contain the British soldier—the West-Country soldier, who is most surely and deeply of the pure English breed—on the battlefield, but also in his native fields and valleys. The newspaper men who write of the Army for their readers follow what they believe to be the public taste, and stress the Highlander, leaving outsiders to believe (as Americans did for a time

believe) that England was not pulling her weight. The Highlander has no master in fighting quality, but he has his equals, and they are six at least in number to every kilted man.

It is well to be reminded once again, by a writer who is inspired by his subject, of what was suffered, and endured, and achieved by the Duke of Cornwall's Light Infantry, the Dorsets, the Somersetshire Light Infantry, the Wiltshires, the Devons. There is no finer music in our national orchestra than the bugle-call of these splendid names. And when the South-Country men died at Le Cateau, or at the Aisne, or rotting in German prisons, their vision of heaven must have been the turf of a swelling down, the feeding sheep, cider-apples in ancient orchards, a thatched cottage in the hollow. . . This was the England they knew, and that gave them their simple greatness. They were, and are, indeed, as "Centurion" has happily named them, gentlemen at arms.

"Yellow English." If Jeames Yellow-plush's grand-daughter, from the 'vantage - point of Belgrave Square, were to write a book on the



AT THE EISTEDDFOD: PRESENTING OAK-LEAVES TO THE ARCHDRUID.—[Photograph by Illustrations Bureau.]



THE QUEEN AT QUEEN MARY'S WORKSHOPS, AT THE PAVILION GENERAL MILITARY
HOSPITAL AT BRIGHTON: HER MAJESTY INTERESTED IN ONE-ARMED SOLDIERS
LEARNING TO WRITE WITH THEIR LEFT HANDS.

The photograph shows a Commercial -Training Class. The Queen was accompanied by Princess Mary and Prince George. Over the workshops is the appropriate device, "Hope welcomes all who enter here: " $-[Photograph\ by\ S.\ and\ G.]$ "

Hidden Hand, she might do it somewhat in the manner of Dorota Flatau, the author of "Yellon English" (Hutchinson), except that she would be like to know rather more about her subject from her opportunities of intimate observation. Our feeling is that Dorota Flatau dreamed an unpleasant dream, in which all the stories of spies that she had heard, and other which were supplied by the effects of a late supper on a poor digestion, combined to yield up to her the material for "Yellow English."

It is not to be denied that the book is a masterpiece in the art of cramming the stock incidents
of the German peril within the compass of a novel
of moderate length. Petrol caches by the seashore,
wireless installations up chimneys, eavesdropping behind
doors (both sides play this game). Emperor-worship in
secret séances, flashing lights, and the iniquities of Germanowned banks—all these attractive vehicles of Teutonic
penetration play their part in the career of Lord Welirock, financier and naturalised Briton, one-time Otto
Friedrich Schultz, with a pantomimic hatred for everything English, from St. Paul's Cathedral
downwards. In the first incident which we
are given after Schultz has become rich and

thing English, from St. Paul's Cathedral downwards. In the first incident which we are given after Schultz has become rich and powerful in unsuspecting England he is revealed as beguiling the Elder Brethren of the Trinity House to erect a lighthouse (at his cost) which shall be a future guide to the air-ships of the Kaiser's aerial navy. Anything more remote from the genesis of a real lighthouse could hardly be imagined. It is evident that the author knows little of the procedure of the Trinity Board, or its relation with the Board of Trade, on the financial side of light-house-building. Frankly, "Yellow English" is not to be taken very seriously. Its appeal to the people of "low intelligence and high credulity" will probably give it a brisk, though possibly a short-lived, circulation.

In our "Roll of Honour" page, in our issue of July 27, we described Second-Lieutenant W. G. Crook, Royal Fusiliers, as the son of Mrs. Crook, of Kilburn, instead of husband. We willingly make the desired correction.









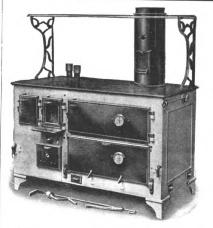
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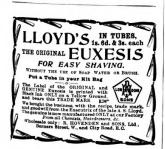
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### WAR FUND

(Registered under the War Charities Act, 1916), which supports the following branches of war activity, among others:

which supports the following branches of war activity, among others:

700 (formerly 800, 100 lost in recent fighting) Recreation Hust, Fints, and Centres for men of H.M. Services at home including a number at northern under shell-fire, Italy, Mallat, Egypt, Paleutine, Macedonia, East Africa, Meropotamia, and India. Kitchen Cars on West Front isseveral recently destroyed by enemy).

Hostels (Buckingham Palace Hotel and others) for men on leave in London.

Farm Training for Discharged men.

Social Club in London.

Social Club in London.

Convalescent Home for Wounded, and Hostel for Inimbiess men while being refitted, little in the social control of the

home.

Rest Huts and Hostels for Girl Munitioners.

Hostels and Recreation Rooms for wives of Servi
men, &c., &c.

YOUR ASSISTANCE IS EARNESTLY ASKED TOWARDS THE NECESSAR:LY LARGE CUTLAY.

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BELFAST.

#### THE CHRONICLE OF THE CAR.

The Endorsement of Licenses.

Under the regulations made by the Motor Spirit and Gas Restriction Order a new set of offences in connection with the driving of cars has been constituted, and neither the motorist nor the Courts appear to have any



ANTI-STRIKERS: LOYAL MUNITION-WORKERS.

Our photograph shows a big gathering of women munition-workers at Me Vandervell's works, unanimously manifesting their loyalty at a meeting for explaining the evil effects of strikes.—[Pholograph by General Press Organisation.]

clear idea of whether convictions under these Orders are endorsable on the driving-license. The Motor Car Act lays down clearly that a conviction for any offence except that of a first or second breach of the speed-limit enactment must be endorsed on the license. No discretion is left to the convicting Bench, since the mandatory "shall" is used, in place of the permissive "may." As the Act specifies that the application of the clause is to mean any offence in connection with the driving of a car, it would almost seem to follow that a conviction for a breach of the aforesaid Orders would carry with it the necessity for endorsement. That appears to be the view of some tribunals; but others disagree, and refuse to endorse for them. In one recent case the novel plea was advanced that the statute which directed endorsement referred to endorsement of offences which could be in the view of the Legislature at the date of its passing, and could not, therefore, apply to a new offence of an entirely different class. Apparently, the argument carried weight with the Bench, since the summons-which was one for refusing to produce the license for endorsement-was dismissed. In a way, it is rather a pity that the Bench did not decide to convict, because the defendant had resolved, in case of the finding being against him, to appeal to the Divisional Court, and we should thus have had a final ruling on the points of law involved, and have avoided the present chaotic state of things, in which it is entirely a lottery whether a con-

viction under the Orders carries an endorsement or not. It would not be altogether a bad thing if the High Court decided against the motorist, since it is fairly certain that very shortly after the return of peace the whole of our motoring legislation will come up for reconstruction; and, the more anomalous it can be proved to be, the better chance there will be of getting it improved. True, it would add another hardship to the lot of those unfortunate enough to fall under the law; but it would be a temporary one at worst—and would help the common cause.

> On Motor Schools.

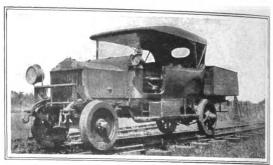
The great demand for women drivers in the Services, and the attractive nature of the work, has caused a great number of aspiring girls and women to take

to motor-driving as at least a temporary profession. This has had the effect of booming

the many motor

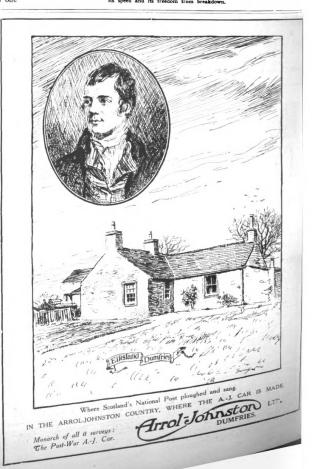
struction schools which have sprung up in London and all the great provincial centres. It seems to me that, if only a part of what I hear is true, a very strong word of warning to the aspirant is necessary. There are schools and schools. Some of them give an excellent course of tuition, at the end of which the pupil of average intelligence is thoroughly capable of driving and of effecting the ordinary roadside and running repairs essential for keeping the car going. They turn out their pupils as well-qual fied drivers. the other hand, there are schools of the "garage" type, whose proprietors appear to have no other object in life than to get hold of the pupils' money. A girl enters one

of these "schools," and is at once set on to work that in the ordinary way is done by labourers, such as scraping carbonised cylinders and pistons, in the course of which she picks up enough garage jargon to persuade her and her people that she is really making substantial progress. She s taken out on some ramshackle old car-generally one belonging to a customer which is in for overhaul-taught the elements of steering and gear-changing, and is passed out at the end of two or three months with a glowing certificate of competency which has precisely the value of the paper on which it is written. I came across of the paper on which it is stituded. Came across a case in point the other day of a girl who had been through such a "course," and held a certificate as a "fully competent mechanic." I put a few elementary questions, which she was absolutely incapable of answer ing, and, going a little farther, I soon discovered that her knowledge of a car was exactly nothing. She could drive reasonably well—and that was all she could drive leasonably wen and that was all she had learnt in three months in consideration of a heavy fee for tuition. And this, I know, is only one of a fee for tuition. And this, I allow, is only one of a large number of such cases of daylight robbery—for it is nothing else. My advice is that some of these garage schools should be avoided like poison. There are plenty of reputable schools, holding the R.A.C. certificate as a guarantee of their bona-fides, and these are the only ones that should be touched.



FROM LORRY TO STAFF RAIL CAR: A NAPIER TRANSFORMATION The work of converting a 30-45-cwt. Napier lorry into a useful Staff rail car was done by one of our A.S.C. workshop companies in German East Africa. The body, hood, wind-screen, and luggage-car are made-up parts, salved from the scrap-heaps. It is fitted with captured German railway wheels adapted to a Napier chassis. Like all Napiers, it has proved its reliability by its speed and its freedom from break





## ROLLS-ROYCE

#### The Atlantic Flight

Striking statement in New York interview

#### "Would use British Engine

There is one engine which General Brancker believes has demonstrated the possibility of such an exploit. It is the Rolls-Royce, an English motor . . . . The plane making the transatlantic voyage would carry two engines and two tanks . . . . It would be possible for the Rolls-Royce engine to make a high speed . . . . He declared that the Rolls-Royce is absolutely reliable, and the flight should be a certainty with it."

Extract from "New York Tribune," June 22, 1918

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Telegrams: 'Rolhead Reg. London.' Telephone: :1654 Gerrard (Slines)
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CORRESPONDENCE COLUMN, Page 468, May 11.

GORRESPONDENCE COLUMN. Page 468, Mas 1

"I HAVE out here a 1915 four-cylinder Buick, with a Delco single unit electric set . . . . . The car has been in almost constant use since early in the year of its manufacture, and has never needed any attention to its electrical gear, except the occasional cleaning of terminals, adjustment of contact breaker, and renewal of carbon dynamo brushes. The first of these operations has not been necessary as often as three times a year; the contact breaker and the brushes have not been attended to more than once a year.
"The battery, though it has through rough

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starting the engine at a temperature of o° C . . . I was prejudiced against all kinds of single unit electrical machines before I had this car. But now I will stand up for the efficiency of the Delco product against any of the same date, and against most of those which have been brought out since.

been brought out since.

"I very much doubt if my Delco set has cost 15! in all its life of three years of war work. I exclude, of course, lamp bulbs..."

(Signd)

NORMAN F. DE TOURVAL PHILLIPS.



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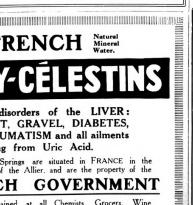
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#### IMPRESSIONS OF THE DANES.

"THE Soul of Denmark" (T. Fisher Unwin) is a difficult subject to write about, and a dangerous difficult subject to write about, and a dangerous title to write up to. It is not easy—if it is ever, indeed, possible—to catch and convey the spirit of a people, even one's own. The attempt to do so is inevitably tempting to those who have lived and observed in a foreign country; but the result is often upgaticitizing to the associal people who is extra is often unsatisfying to the general reader, who is apt to demand a little more body. At the outset, it looks as if Mr. Shaw Desmond, in pursuit of the soul of Denmark, is going to put us off with vague generalisations. He is a little irritatingly determined in his "First Impressions" to make his comment brisk. But when he comes into closer contact with his subject—which is the Dane rather than Denmark—he develops a more penetrating humour, and, while his critical faculties are sharpened, his sympathies are more keenly engaged. We close his volume with a feeling that we do now understand something of Denmark, and have actually caught a glimpse at least of her soul.

Yet the chief impression left by it—though in saying this we must not be misunderstood—is that the Danes are rather soul-less. The Almighty, it tells us, has left out of the brain of Holger Danske the lobe of the sixth sense, of imagination, of intuition, of religion-call it what you will. It even suggests that her material concept of the universe may have been the rottenness in the State of Denmark of which Hamlet spoke. The reader must not suppose that Mr. Desmond does not allow her compensating qualities, or at any rate other qualities as nearly comqualities, or at any rate other qualities as nearly com-pensatory for imagination as a good Irishman can deem possible. Hospitality, good-nature, much intelligence, not a little knowledge, are only a few of these; and, while accepting that a lack of imagination must be set against them, we will do well to remember the nationality of

need one believe that the paradoxes he discovers in the Danish character are so exclusive to it as he would have us think. Those who have studied some other small nationalities as he has Denmark will recognise with much amusement their intimate reflection in his pages. Let us add that it is exactly they who will most keenly follow Mr. Desmond's observations on the effect of the war upon this particular neutral. That he was able to make them on the spot, while the struggle was in progress, gives his entertaining book a special and unusual serious value.

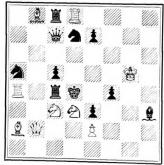
#### CHESS.

To Correspondents.—Communications for this department is addressed to the Chess Editor, Milford Lane, Strand, W.C.

FOWLER.—As stalemate is usually a device to escape from inevitable defeat, its success depends on a certain amount of laxity on the part of the superior opponent, and it is therefore not a very common occurrence in master play. For all that, however, nearly a dozen instances could be quoted from first-class tournaments of recent years, and players of the rank of Blackburne, Tschigorin, Schlechter, Janowski, Charousek have all parti-cipated in the mingled feelings of the situation.

H F L MEYER.—Thanks for further contributions. You will be doubtless interested to know that your list problem gave some of our solvers considerable trouble.

PROBLEM No. 3792. By R. C. DURELL (France). BLACK.



WHITE.

White to play, and mate in two move

Solution of Problem No. 3790.—By G. Stillingfleet Johnson.

WHITE

BLACK B takes Kt K takes P

If R to R 5th, z. Kt to B 7th (ch); if K takes P, z. Q takes P (ch); if Kt takes P, z. Kt to B 4th (ch), and if P takes P, then z. Q to B 4th, and Kt

CORRECT SOLUTION OF PROBLEM No. 3780 received from J B Carrari (Mideiral) of Nos. 3780; and 3788 from C W Moore (Amherst, N.S.); of No. 3790 from Jacob Verrall (Rodmell), W L S lissbury-White, Captain Challine (Great Yatmouth), F Drakeford (Brampton), A W He mitton-Gell (Exeter), John Isaacson (Liverpoc.l), R C Durell (France), M L Carter, and F S nee.

CORRECT SOLUTIONS OF PROBLEM No. 3791 received from G Stillingfleet Johnson (Cobham), J C Stackhouse (Torquay), J S Forbe (Brighton), J Fowler, and A H H (Bath).

#### CHESS IN SCOTLAND.

Game played at Dundee between Me srs. H. J. M. Thomas and H. T. Baxter.

Noted by the winner except on White's 16th nove. (Ruy Lopez.)

WHITE (Mr. T.) BLACK (Mr. B.) P to K 4th P to K 4th
Kt to K B 3rd Kt to Q B 3rd
B to Kt 5th Kt to B 3rd Castle Kt takes P P to Q 4th B to K 2nd 5. P to Q 4th
6. Q to K and
7. B takes Kt
8. P takes P
9. Kt to Q 3rd
Castles
10. R to K sq
11. Kt to Q 4th
B to R 3rd

Premature. Kt to B 5th would have
prevented Black's next nove.

Black ment

13. P tks P (en pas) B takes P

15. Kt takes Kt
16. R takes P

15. K takes Kt
Surely Q takes P (ch) give, as
infining attack; for if K to R sq,
17. Q takes P, P takes B; 18. Q takes
Q B; and if B to Q 5th, then 20. Kt
K B; and if B to Q 5th, then 20. Kt
B takes Kt; ro. Q takes D; 18. B to K 3rd,
B takes B; 22. R takes B, If, on
the other hand, he tries to save the
Q B at once, White brings away his
good,
16. B to Q 5th
27. Q R to Q sq
R takes K B P

28. Kt to K 4th
This move looks tempting, but
the Knight is required at Q B 3st
to Reveal take is row enabled to out
the knight is required at Q B 3st
to R take is row enabled to out
the enemy's
communications by
attacking the Queen, which is the
support of the Rook. R to
K 4th would have been better, and
Q B, and remains two Pawns to the
good.
22. Kt to B (ch) B takes Kt
23. Q takes B

K to B and
White resigns.

WHITE (Mr. T.) BLACK (Mr. B.)

white (Mr. T.) BLACK (Mr. B.)

The position here is very intensing; while Black is himself under threatening mate by R to B the (fibe ch). White cannot take Bibbly with Rook, as R to B sh wolf, which Rook, as R to B sh wolf would be cannot take it with the Queen be cannot take it with the Queen be cause in such case it is lost.

9. Kt to Q B 3rd Castles
10. R to K 8sq K to B 4th
11. Kt to Q 4th B to R 3rd
Kt to K 3rd may be a safer reply:
but as the game was played, this turned out rather weful.
12. Q to Kt 4th
13. B to R 6th
13. B to R 6th
14. Kt to B 3th would have

Black must now get rid of the menace from White's Q R.

19. R to B 8th (ch)
20. R takes R
21. Kt to K 4th

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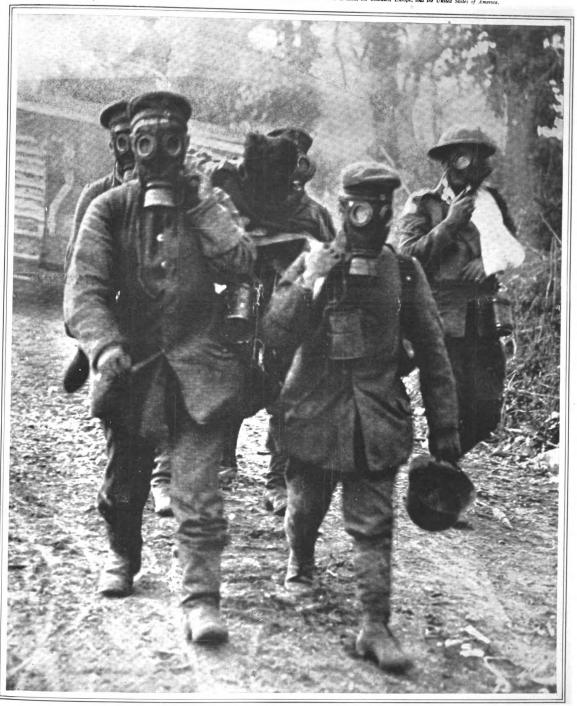
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TALLER O BE TALL

NGS S MOTHS SATURDAY. AUGUST 24. 1918.

ONE SHILLING.

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GAS-MASKED GERMAN PRISONERS AS STRETCHER-BEARERS: BRINGING IN A WOUNDED MAN DURING THE GREAT PUSH FORWARD.

#### WITH THE BRITISH TROOPS IN THE GREAT ALLIED OFFENSIV

BRITISH I



Various scenes on and near the recent battlefields are illustrated in these photographs. Regarding several of them we may recall an official communiqué from Sir Douglas Haig issue by the War Office on August 15. "One of our patrols," it stated, "rushed a hostile post north of Albert, capturing a machine-gun. Between Albert and Ayette our patrols have been active throughout the night, and have maintained close touch with the enemy. Further progress has been made at a number of points. . . . The total number of prisoners captured by the British 4th Army since the morning of the 8th inst. is now 21,844. During the same period the prisoners taken by the French 1st Army amount to 8500, making a total

### ISONERS; PATROLS; FIRST-AID; TANKS; A JIG-SAW MAP.



of 30,344 German prisoners captured in the operations of the Allied armies on the Montdidier-Albert front."

The Allied successes have been largely due to the work of the small, fast lanks known as "Whippets," which Mr. H. W. Nevinson describes as "the cavalry of modern armies."

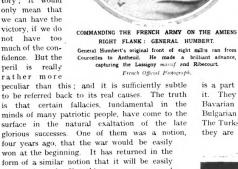
He writes: "The German anti-Tank guns may occasionally hit the heavy lanks, but against the Whippets they appear to be powerless. . . The value of Tanks in clearing villages and cutting passages for the infantry can hardly be over-estimated. . . . . Tank-fighting is no child's play for the Tank crews, because of the strain, the heat, and the fumes inside."



By G. K. CHESTERTON

THE cause of the Allies is confronted with certain new dangers: but they are the dangers of success; we might even say that they are the dangers of victory. They are the very real perils, often apparent in history, of mistaking the penultimate for the ultimate. It may be, as some shrewd observers hold, that Prussia really lost the Great War on that one summer day when, from the west of the Marne salient, French commanders went forward without firing a gun, sudden

and silent as an ancient arrow. But even if this meant the Germans losing the war, it would mean the Allies winning it. It would only mean the Allies winning the power of winning it. It would not even mean that we can have the confidence of victory; it would only mean that we can have the victory, if we do have too much of the confidence. But the peril is really rather more

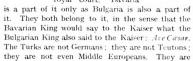


four years ago, that the war would be easily won at the beginning. It has returned in the form of a similar notion that it will be easily won at the end. But things so necessary end no more easily than they begin. Great wars between great European combinations have not generally been over in a few months. And this war began in such a fashion that it could only have been rapidly finished if we had been finished, too.

Another reason for this, I fancy, is the fact that we have to write about the war in shorthand. We have to say, for instance, that we are fighting Germany. This involved a vague idea that one state was at war with many, and that it must be beaten. The Germans themselves, of course, warmly encouraged the idea that they were at bay before a huge majority of Allies. They would be capable of saying they were at bay before a huge majority of Montenegrins. But it was never at all a true account of the case. It is not, properly speaking, in the least true that we are fighting Germany. We are fighting something that is at once larger and smaller than Germany. The will opposed to us is Prussia, or something smaller than Prussia; it is rather Potsdam. The power opposed to us is Middle Europe, and much more than is counted as Middle Europe; it came near to being most of Europe. Unless the Prussian grip on Russia is loosed, it will be most of Europe, or approximately the whole of Europe. The correct definition would be something like this; we are fighting a vast con-federation of those states which have already accepted the Prussian hegemony. But when

writing or talking casually, we should find it rather difficult to say this, instead of simply saying "Germany." It would be awkward for the average man to say, in a public house, or on a post-card: "I wish I could get out and have a pot at the vast confederation of those states that have already accepted the Prussian hegemony." would count it a little laborious to say:" The vast confederation of those states that have already accepted the Prussian hegemony seems to have got

the knock at Soissons." He talks of potting at the Germans; he talks of the Germans having the knock: and touching certain historic and racial traits, the term is valid. But touching the military power we have had to meet, the longer definition is true, and the difference is What we have been fighting is the half-finished design of a sort of inverted Roman Empire. It is one in which the least civilised instead of the most civilised power is on top; and one which originally radiated not from an old republican city, but from a new royal court. Bavaria





AN EXPERT IN RETREAT: GENERAL VON BOEHN.
General Von Boehn was recently appointed chief of a new
army group, on both banks of the Somme. He conducted
the German retreat before General Mangin.

Photograph by C.N.

the most important part of the work: but we can do a very important part, for all that. We can give essential work and money; we can economise in necessary things: we can discourage all disaffection in private life; and especially disentangle international misunderstandings between the Allies. But, above all, we can keep clearly in

exceedingly marginal Europeans; in fact, they are

not Europeans at all. But they are people who will accept the headship of the Hohenzollerns:

There is a danger that we may now trust

and can now leave everything to the

larger population of the West. In

that sense it is

even more in-

sulting to trust

America than it

would be to dis-

trust America.

We can certainly

now win if we all

drive forward to-

gether: but we

can certainly still

lose if any of us drop out; or

even drop be-

We at home cannot do

hind.

too much to an American steam-roller, as we once trusted to a Russian steam-roller. We must get

rid of the least lingering notion that we have

and we happen to be people who will not

'made our contribution,"

view what we are either working or fighting for; and what alone makes it worth while either to work or fight. We are not fighting with another normal nation called Germany, which can afterwards retire within its own borders, as we within ours. If that were the only material of war, there would have been no war. We are fighting to undo something unfortunately already done, or half-done. We are in revolt against an evil empire already partly established in Europe; largely by the blind and base submission of Europe, first to the Prussian partition of Poland, and then to the Prussian dismemberment of France. Men talk of a counter-revolution in Russia: but they forget that the Russian revolution was itself a counter-revolution in The great revolution in Europe Europe. was the rising against the Prussian empire. It is this that makes the last victory on the Marne, like the first victory on the Marne, so sublime and sensational; for a victory that is democratic is always dramatic. But the democracy has not finally risen until the despotism has finally fallen. That is the vital quality in a civil war; and this is far more of a civil war in Europe than a foreign war with Germany. If we fail, the German Emperor will survive as European Emperor, and in that sense as English Emperor. His influence will be felt in every land, like the influence of a Roman Emperor. we have succeeded, he must be as impotent in Posen, at his own gates, as in Patagonia at the ends of the earth. An enemy may be an equal, and be treated with as an equal; but a tyranny that has been on top can only be cast down, and trampled under foot of men.



COMMANDER-IN-CHIEF OF THE ALLIED FORCES ON THE WESTERN FRONT: MARSHAL FOCH - A BUST BY AUGUSTE MAILLARD.

#### An Early Morning Advance by the Infantry: An Australian Photograph.



"ADVANCING FROM THE FIRST OBJECTIVE IN THE EARLY MORNING": TROOPS MOVING FORWARD DURING THE BRITISH OFFENSIVE.

The Australian official correspondent, Mr. C. E. W. Bean, writes: "By Friday night (August 9) the Australian infantry, in the face of heavy machine-gun fire, reached the top of the ridge (west of Lihons) at some places. During the night the Germans brought up fresh troops from Cambrai. At 8 a.m. the Australian infantry again advanced. . . .

Yesterday morning (August 11) the Australian infantry passed well beyond Lihons. . .

The Germans captured by the Australians in this battle now number nearly 8000. T
guns are not yet counted, but appear to be about 120. The depth of the Australia
advance is now about 13 miles."

#### A Brave Rescue: British Soldiers Bringing Out a Wounded Comrade Under Fire.



UNABLE TO RISE, AS THEY WOULD BE SHOT DOWN BY MACHINE-GUNS: MEN OF A DAYLIGHT PATROL IN ALBERT CRAWLING THROUGH A DOOR TO RESCUE A BADLY WOUNDED COMRADE.

Many gallant rescues such as that here illustrated are performed every day by our men at the Front, but it is seldom that these deeds of courage can be recorded by the camera. In this case two men of a British daylight patrol sent into the town of Albert are seen crawling through a doorway to bring to safety the man lying beyond them, wh has been badly wounded. They are unable to rise to their feet, as they would be a once shot down by a German machine-gun which they know to be trained on the spo

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#### DROPPED ON VIENNA BY D'ANNUNZIO: THREE HISTORIC LEAFLETS.

PHOTOGRAPHS SUPPLIED BY ALFIERI.

## Denkt über folgende drei tatsachen nach:

- 1) Die ganze Welt steht euch feindselig gegenüber und nach der schrecklichen Niederlage, die ihr im Juni erlitten habt, hat euere Regierung jede Hoffnung auf Sieg aufgegeben. Eine Million und zweihundert tausend Amerikaner stehen in Frankreich kaimpfbereit, und im September wird ihre Kriegsstärke zwei Millionen erreichen. Amerika stellt zweimal soviele Schiffe fertig als die Unterseeboote zu versenken im Stande sind.
- 2) Euere karge Ernte wird euch nur für wenige Monate mit schlechtem Brote versehen können und nächsten Winter werdet ihr hundertmal mehr leiden müssen als ihr vorigem Winter weil Deutschland neun Zehntel des rumänischen, russischen und grösstenteils auch eueres eigenen Getreides für sich gesichert hat.
- 3.) Nach den Friedensschlüssen von Brest-Litovsk und Bukarest, nach der Behandlung die Deutschland den Russen, Rumänern und Ukrainern hat zuteil werden lassen, gibt es in der ganzen Welt, keine Regierung die Deutschland und Österreich Ungarn glauben schencken könnte. Deshalb werden die Ententemächte niemals einen Frieden mit den Gegenwärtigen Regierungen Deutschland und Österreich-Ungarn schliessen.

#### **Jedoch**

die Efficatemächte sind immer beroit den Frieden mit dem deutschen Volke und den freien Völkern Osterreich-Ufigarus, die Deutschen un Magyaren mitbegriffen, zu schliessen im Falle dass

PHOTOGRAPHS of the landing of Major Gabriele d'An-nzio, the famous Italian poet-aviator, on his return from leading a squadron of eight aeroplanes in a leafletdropping raid on Vienna, appear on a double-page in this number. facsimile, copies of the leaflets which were dropped. In the case of the one printed in German, only the front side is given here; it continues on the back. It states the American strength, and points out, among other things, that the whole world is arrayed against the Central Powers, but that peace is open to their peoples when they have swept away the military caste. The copy of Major d'Annunzio's own let, reproduced on the right, is autographed by himself as a souvenir. He recalls the Allies' victories of the Piave and the Marne, and prophesies their final triumph. The translation

of the third leaflet, printed over the Italian colours, is as follows:

People of Vienna, Learn to

know the Italians. We are flying over Vienna. We could

#### Some as metam.

In questo mattino d'agosto, mentre si compie il quarto anno della vostra convulsione disperata e luminosamente incomincia l'anno della nostra piena potenza. l'ala tricolere vi appariace all'improvviso come indizio del destino che si volge.

Il destino si volge Si volge verso noi con una certezza di ferro. E passata per sempre l'ora di quella Germania che vi trascina, vi umilia e vi infetta La vostra ora è passata. Come la nostra fede fu la più forte, ecco che la nostra volotà predomia. Predominerà sino alla fine I combattenti vittoriosi della Marna lo sentono, lo sanno, con una ebrezza che moltiplica l'impeto Ma se l'impeto non bastasse, basterebbe il numero; e questo è detto per coloro che usano com battere dieci contro uno. L'Atlantaco è una via che non si chiude: ed è una via eroica, come dimostrano i novissimi inseguitori che hanno colorato l'Ourcq di sangue tedesco.

Sul vento di vittoria che si leva dai fiumi della libertà, non siamo venuti se non per la gioia dell'arditezza, non siamo venuti se non per la prova di quel che potremo osare e fare quando vorremo, nell'ora che sceglieremo.

Il rombo della giovine ala italiana non somiglia a quello del bronzo funebre, nel cielo mattutino. Tuttavia la lieta audacia sospende fra Santo Stefano e il Graben una sentenza non revocabile, o Viennesi.

VIVA L'ITALIA!

Abrolo P'AMun GARRELE D'ANGENZIO

AUTOGRAPHED AS A SOUVENIR BY D'ANNUNZIO: HIS OWN LEAFLET  $(ORIGINAL\ SIZE,\ 9\ BY\ 6\frac{3}{4}\ IN.I.$ 

VIENNESI !

Insparate a consocrate gil faliani.

Noi voliapao su Vienus, potremmo lanciare bombe a tonnellate. Non vi lanciamo che un sellus in tre colori i tre colori.

Noi italiani non facciamo guerra ai bambini, ai vecchi, alle donne. Noi facciamo la guerra ibertà nazionali, al vostro cieco testardo crudele governo che vi nutre d'odio e d'illusioni,

VIENNESI!

Voi aveta fama d'essera in elligenti. Ma perchè vi siete messa l'uniforme prussiana? Ormal, lo vecche, tutto il mondo s' à volo contro di voi.

Volota continuare la guerra? Continuatela. E' il vostro suicidio. Che sperate? La vittoria decisiva promessavi dal gamerali prussiani? La loro vittoria decisiva è come il pane dell'Ucraina:

POPOLO DI VIEINA, pensa ai tuoi casi. Svegliati!

VIVA L'ITALIA!

VIVA L'INTESA!

PRINTED IN THE COLOURS OF THE ITALIAN FLAG-GREEN, WHITE, AND RED: A LEAFLET IN ITALIAN (ORIGINAL SIZE, 8% BY 5% IN.).

Continued.]
drop tons of bombs, but we only drop a greeting to the three colours—the three colours
of liberty. We Italians do not make war on women, children, and old men. We are
making war on your Government, the enemy of national liberties; on your blind, obstinate
and cruel Government, which cannot give you either peace or bread, and feeds you on
hatred and illusions. People of Vienna, you have the reputation of being intelligent, but
why have you put on Prussian uniform? You see now that the whole world has turned

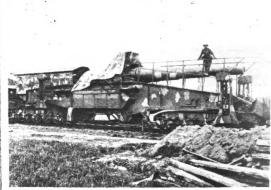
against you. Will you continue the war? To continue it is suicide for you. What do you hope for? For the decisive victory promised to you by the Prussians? Their decisive victory is like the bread from the Ukraine: one dies while waiting for it. People of Vienna, think of yourselves! Awake! Long live liberty, long live Italy. long live the Entente! '' Copies of these leaflets were soon selling at high prices in Vienna, though the Austrian Government called them in, with penalties for their retention.

#### SPOILS OF THE BRITISH VICTORY: GERMAN GUNS AND MATERIAL.

BRITISH, AUSTRALIAN, AND CANADIAN OFFICIAL PHOTOGRAPHS.



CAPTURED WHILE BEING TAKEN TO THE REAR: A GERMAN 14-C.M. NAVAL GUN TRAIN.



TAKEN INTACT, WITH ITS TRAIN AND EQUIPMENT: A GERMAN . 14-C,M, NAVAL GUN.



ONE OF SEVERAL THOUSAND CAPTURED: A GERMAN MACHINE-GUN AND ITS EMPLACEMENT AT METEREN.

Fin



INSPECTING A GERMAN ANTI-TANK RIFLE, WHICH HAS A HALF-INCH BORE AND FIRES A CARTRIDGE ABOUT FIVE INCHES LONG.



ABANDONED BY THE ENEMY IN HIS HURRIFD RETREAT: A GERMAN GENERAL SERVICE WAGON.



NE OF MANY: A GERMAN HOWITZER CAPTURED ON THE ROAD DURING THE ENEMY'S RETREAT.

These photographs show a few typical examples of the huge quantity of German guns and other war material captured by the British troops in the Franco-British offensive begun on August 8 on the Somme front east of Amiens, Writing on the 13th, Mr. H. W. Nevinson said: "I understand that our captures since the beginning of our advance exceed 20,000 prisoners . . . more than 400 guns, several thousand machine-guns, a number of

trench-mortars not yet counted, three complete railway trains, and a vast stock, of storand engineering materials." A later estimate placed the total captures by the Briti and French in the Battle of the Somme at 38,000 prisoners and 500 guns, and those the second Battle of the Marne at 35,000 prisoners and 700 guns, making a total i the month ending August 15 of 73,000 prisoners and 1500 guns.

#### THE USE OF NAVAL AEROPLANES-PAST AND PRESENT.

NATURALLY, considerable interest has been aroused by the recent raid by aeroplanes on the German airship sheds at Tondern. This raid marks another step in the revived activities of the British Navy, as exemplified by the sea-raids on Zeebrugge and Ostend; and one hopes it is only a sort of preliminary canter preparatory to continual raiding of German coast towns and depots all the way from the German-Danish frontier to the Frisian Islands. In these days of long-range aeroplanes, Kiel and Hamburg would appear to be well inside our modern radius of action, and so one may hope to see naval aeroplanes continuing in the North the good work which is being done so effectually by the Independent Air Force in the Rhineland manufacturing districts.

It will be remembered that on Christmas Day of 1914 a tiny flotilla, fitted up as sea-plane-carriers, took some half-dozen machines into the Heligoland Bight, and made quite a useful raid on Cuxhaven, Wilhelmshaven, and the seaplane stations on the German Frisian Islands. On that occasion the machines used were ordinery seaplanes with floats, which were lowered overside and left to get off the water as best they could. In the Tondern raid the machines were of a type very similar to ordinary land-going aeroplanes, and were launched from the decks of the carrier-ships.

It has been mentioned that the King recently paid a visit to the special aeroplane ships which were used in the Tondern raid. As the Navy is now beginning to take its aerial branch very seriously, one may assume that the aeroplane-ship will develop along its own lines, just as has the battle-ship, the cruiser, the destroyer, and the submarine, not to mention sundry "hush-boats," for

when the Navy finally makes up its mind to take up a new form of frightfulness, it does so very thoroughly.

A Scandinavian correspondent of one of the daily papers recently mentioned the presence in the Baltic of German war-ships carrying "numerous aeroplanes." It is already made known that

German seaplanes of the ordinary float type have been very active in the North Sea. These two facts point to greatly increased aerial activity at sea, and confirm what has already been written in this paper concerning the interdependence of sea-power and air-power, and the absolute necessity for the Allied Fleets to obtain and hold not only the command of the surface of the sea, but of the heavens above and the waters beneath the surface.

It seems a fitting time to set down briefly what was done before the war in the way of developing co-operation between ships and aeroplanes, as distinct from the work of hydro-aeroplanes, water-planes, seaplanes, or whatever other names have been applied — and more frequently mis-applied—to craft which fly off the water, as differentiated

craft which fly off the water, as differentiated from craft which fly off ships.

As in the cases of ordinary aeroplanes and seaplanes, the first successful effort in this direction was made by an American. On Nov. 14, 1910, the late Eugen Ely, a crack American pilot, flew a Curtiss biplane off the deck of the United States cruiser Birmingham, then lying in Hampton Roads, and alighted safely on the shore. In December of the same year, Mr. Ely flew a Curtiss biplane from the Presidio Parade Ground at San Francisco, and alighted on a specially prepared platform on the deck of the U.S. war-ship Pennsylvania\* lying in the harbour, and later in the day flew off the ship back to the shore. There was no wind, and the ships were as steady as dry land.

With the modern high-speed aeroplane, which needs considerable speed through the air to lift



NOT OF THE "MOPING" VARIETY: A BRITISH PILOT AND HIS MASCOT OWL, WHICH HE ALWAYS TAKES ON NIGHT BOMBING TRIPS.—[British Official Photograph.]

it, there would be more difficulty in getting off a stationary ship, or landing on one, in a calm, than in performing the same feats off or on to a fast vessel steaming at top speed head to wind. For example, if a modern aeroplane needs a speed of 80 miles an hour to get off the ground—or off a deck—then if it were sitting on the launching-platform of a 30-knot ship steaming into a 50-knot



WITH DAMAGED PROPELLERS AS "TROPHIES O'ER THEIR TOMB": THE LAST RESTING-PLACE
IN FRANCE OF GALLANT BRITISH AVIATORS.—(British Official Photograph)

breeze, it would be already flying before it began to move along the launching-way, because the 80-knot gale thus created would be greater than the 80-mile-per-hour air-speed necessary to lift it.

• The Pennsylvania was afterwards re-named Pitisburg, the name Pennsylvania being transferred to a new U.S.N. super-Dreadnought, so the crew of the old Pitisburg have every right to be proud of their ship's history.—C. G. G. By C. G. GREY,

The first properly controlled flight by a hydroaeroplane off and on to water, with turns in the
air and on the water, was made by my friend Mr.
Glenn Curtiss, at San Diego, California, on Jan. 26,
1911. Also, in August of 1911, the first "amphibian" flights were made, a curious type of
Voisin biplane, known as the "caward," flying off
the aerodrome at Issy-les-Moulineaux, near Paris,
alighting on the Seine, flying off the Seine, and
alighting again at Issy.

It was in 1912 that the British Navy first began take an interest in water-flying. At the beginning of January of that year, Lieut A. M. Longmore, R.N., got off the Royal Aero Club aerodrome at Eastchurch on a Short biplane fitted with cylindrical air-bags as floats, and alighted on the water in Sheemess Harbour. On the 10th of the same month, Lieut. C. R. Samson, R.N., made the first flight off a ship in Europe, when he flew another Short biplane off a platform erected on the forward super-structure of H.M.S. Africa in Sheerness Harbour, and alighted at the Royal Aero Club aerodrome.

Following this came an event which marked an epoch in the annals of aviation. On May 9, 1912, Lieut. R. Gregory, R.N., again on one of the Short Brothers' historic biplanes, few off a platform on the fore-deck of H.M.S. Hibernia, while that vessel was steaming into Portland Roads. He alighted safely at Lodmoor, on the Dorsetshire coast. This was the first flight ever made from a moving ship.

Discussing the uses of naval aeroplanes in an article written in 1913 for "The Navy League Annual," one ventured then to dismiss the big aeroplanes of the period as too cumber-

some for ship work, and to make the following statements—"The alternative seems to be a very small machine without floats of any kind, or merely with bottle-floats to keep it from sinking, and launched from a light rail on the superstructure of the ship itself. Such a machine can be built to take up less room than an ordinary torpedo, and quite a number could be carried in any ship's

torpedo flat. The machine would be launched by some form of catapult apparatus (designs for several types exist) . . . The machine would be equipped with wireless apparatus. On completing its scouting trip, the machine would, on returning, come down in the water as near as possible to its own ship, and be picked up again. Probably it would smash its propeller and wings in alighting, but these would be comparatively cheap when made in large quantities. The body of the machine being watertight, it would not sink in any case, so that if the hull of the machine and the pilot were saved, the whole expense of the trip would be considerably less than that of firing a big gun. Recent experiments by M. Blériot in France suggest that it may ere long be possible for an aeroplane

returning to its ship to grapple a cable and 50 avoid going into the water, except by accident."

That was written five years ago. We have now completed our fourth year of war. And we are beginning to use naval aeroplanes as they should be used

### THE HALOED SHADOW: AN AERIAL PHENOMENON.

DRAWN BY E. L. FORD.



OFTEN OBSERVED WHEN FLYING OVER CLOUDS ON A SUNNY DAY: A CIRCULAR SHADOW RESEMBLING THE ALLIED AEROPLANE.MARK.

The strange phenomenon illustrated in this drawing is often observed by aviators when flying above clouds in sunny weather. By some trick of the atmosphere, which meteorologists will no doubt be able to explain, the shadow of the machine is cast on the clouds below it encircled by a ring suggestive of a halo, and also causing an effect resembling the circular mark that is painted on the wings of Allied aeroplanes. From this circumstance the superstitious might take it as a favourable omen for the Allied

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abidani a. Orlin apia no biplani b ck of Eli steami steini This wi moving is

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cause; and, indeed, a belief in luck and kindred matters is not unknown in the air service. On another page of this number, for instance, we give a photograph of a British pilot with an imitation owl which he takes on night bombing expeditions. Possibly the natural phenomenon here shown has some affinity with the ring occasionally seen round the moon and with the arc of the rainbow, but we must leave these matters to the men of science to elucidate.—[Drawing Copyrighted in the United States and Canada.]

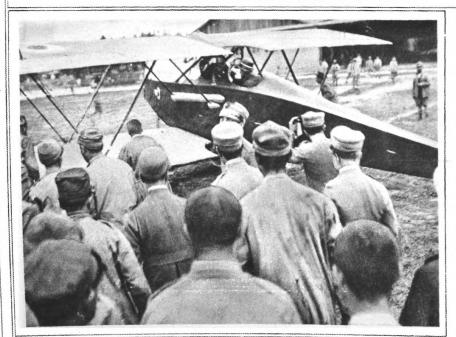
### A MODERN DANTE AND RUGGIERO COMBINED: D'ANNUNZIO

Рнот



THE RETURN OF MAJOR GABRIELE D'ANNUNZIO FROM HIS GREAT 620-MILE FLIGHT TO VIENNA AND BACK:

THE RUSH TOWARDS HIS MACHINE AT THE LANDING-PLACE



A CLOSER VIEW OF MAJOR D'ANNUNZIO'S LANDING: ITALIAN SOLDIERS RUNNING UP TO WELCOME THE LEADER OF THE SQUADRON WHICH RAIDED VIENNA.

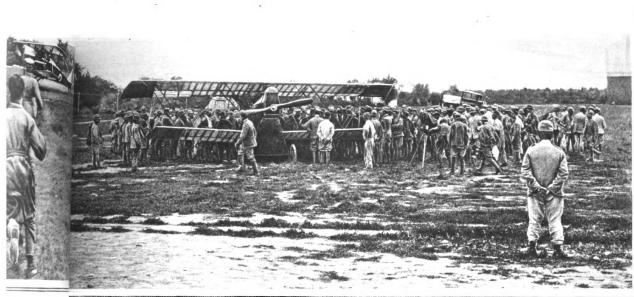


A POET WHO HAS "LIVED POETRY"

DESCRIBING THE VIENNA

While poets like Shelley have followed in spirit the flight of the lark, and Pindar is only described metaphorically, by Gray, as "sailing with supreme dominion through the azure step a air," it has been reserved for Italy's poet-aviator of to-day, Major Gabriele d'Annunzio, to realise that metaphor in literal fact, and, in Rupert Brooke's phrase, to "live poetry" as well as well

# INED: D'ANN TURN FROM HIS LEAFLET - DROPPING RAID ON VIENNA.

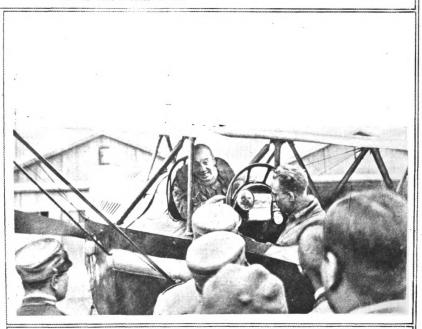


VIENNA AND BACK:

A GREAT WELCOME FOR THE LEADER IN A GREAT EXPLOIT: THE THRONG ROUND MAJOR GABRIELE D'ANNUNZIO'S AEROPLANE ON HIS RETURN FROM VIENNA.



A POET WHO ELS TE NE BEFORE HIM : MAJOR D'ANNUNZIO DESCRIPTION GENERAL BONGIOVANNI



ITALY'S FAMOUS POET-AVIATOR IN THE OBSERVER'S SEAT OF HIS MACHINE: MAJOR D'ANNUNZIO CONGRATULATED ON HIS RETURN FROM VIENNA,

the desires with property was 620 miles there and back, including 500 miles over enemy territory, and a double crossing of the Alps. The eight machines were all single-seaters, except his own, which has an observer's seat specially built for him. They were in the air for 61 hours. Over Vienna they dropped thousands of leaflets urging the Austrians to throw off the Prussian yoke, and like 19 as a property of the pointing out that the leaflets might easily have been bombs, but that "Italians do not make war on women, children, and old men." Of Major d'Annunzio, Mr. Ward Price writes:

1 material for the property of t

### V.—UNCLE SAMUEL PREPARES FOR OCEAN FIGHTING.

BEYOND a doubt it was the superiority of the British Fleet which saved the world when Germany went mad, so an American must write about his nation's slighter sea-power with a certain difficience. The gunnery of our sailormen long has ranked with that of Britain's; to compare the individual Yankee seaman with the individual British seaman is an insult to neither; but in fighting strength America's pre-war Navy was not in the same class with the British feets. It is inevitable that this should continue to the war's end in so far as aggregate tonnage and importance

of individual vessels go; but America is building rapidly. Statistics may not be given, even if one knows them (and I do not), but there must be a certain comfort to all Allies in the fact that mighty naval shipyards as well as record-breaking installations for the construction of new merchant tonnage (with regard to which I already have written something for The Illustrated London News), have been established, and are very busy in America. But even though work be at the highest speed, building of great naval vessels must be slow.

With regard to smaller vessels especially adapted to fighting U-boats, America has accomplished more, and has great things in prospect, for the American national habit of quantity production can easily be adapted to such construction. The destroyer type has been absolutely standardised in the American yards, the process beginning in the steel mills where

beginning in the steel mills where the plates and beams are rolled, and extending to the provision of almost all other requisites.

When the war began, America had fifty-eight destroyers on the seas. Of the new ones actually

under way, many will go into commission before the year's end. Twenty-five have been delivered since Jan. I. That these are, and are to be, devoted to the general cause of the Allies, and not held exclusively for the protection of American coasts and convoys, is proved by the interesting fact that they are searching for, and on occasion strafing, German U-boats intent on striking at America's supplies and troops for Europe.

Immediately after the American declaration of war, it was decided that many yards not usually naval should be devoted to the construction of small, new-fashioned craft for chasing submarines. On both the Atlantic and Pacific coasts of the United States, and especially along the shores of the Great Lakes, the sport of speed-boating, developed to an extraordinary degree, had created

many centres available for such construction. The Navy Department mobilised existing boats and called upon all builders for hundreds of new ones. The existing fleet was great. Launching statistics of new boats are not available, but swarms have been esent to sea, and have been of high value during the submarine campaign against American seatransportation which began several months ago. I can say this: A very large number of these new chasers had been delivered on Mar. I; a round hundred are busy at patrol work here in European waters. Some of the most thrilling sea-tales of the war might be told of them.

For all the miscellaneous little vessels now in use, the substitution of Henry Ford's extraordinary

"Eagle Boats"—output of his vast motor factory at Detroit—presently will be very rapid, for in the construction of these "Eagle Boats" the great motor-car manufacturer's genius for "quantity production" undoubtedly has reached its highest expression. The keels of these two-hundred-foot, dark, polished steel vessels are laid on great travelling ways, and as they pass various stations, never stopping, never even slowing, the ribs, skinplates and other essentials of the hulls are fitted into place on them by hurrying workmen. Each hull is quite complete when the moving way dips



A BIVOUAC DURING OPEN FIGHTING IN THE ADVANCE NEAR SOISSONS:

AMERICAN SUPPLY-TRAIN MEN AND FRENCH DRAGOONS.

U.S. Official Photograph.

into the water and the little ship floats free. In a little while the trim, slim, grim, fast, eager little vessels will be so numerous that U-boats well may hesitate to obtrude their periscopes off the Atlantic coast, the British coasts, or in the neighbourhood



AMERICAN TROOPS IN THE ADVANCE NEAR SOISSONS: DIGGING-IN AT A NEWLY OCCUPIED POSITION.—[U.S. Official Photograph.]

of any convoy. The construction of mine-sweepers is regarded as especially important in America, because their work (thanks to the Hun) probably will last for many years after the war's end. American yards will be delivering by Jan. 1, and more will be launched during the first half of next year. The fact that gallant British seamen have shown that submarines sometimes can effectively fight submarines has speeded up America's submarine programme.

Now as to crews. The American draft pertained especially to the military service, but permitted application for admission to the Navy or Marine Corps. The result was unexpected. Before June 25 such applications had passed 500,000.

U-boat attacks on the American coast, designed to scare the nation into fits, really were the best recruiting agents Uncle Samuel ever had, and the widely heralded exploits of American marines in France resulted in almost 15,000 enlistments in the Naval Reserve during the seven days ending June 6. The following week enrolments totalled 12,203. In just three months the Marine Corps doubled its personnel, increasing from 77,314 to 148,505.

By Edward Marshall.

\*

The great numbers of new American merchant vessels are manned with men trained by the Navy,

for when she went to war, America was practically without a merchantsailor class. Now men enlisting in the recently organised "Overseas Transportation Service" are provisioned, drilled, and handled in every way as if for service upon naval auxiliary vessels. A vast organisation, somewhat similar to the old private commercial shipping companies, has branches at seaport centres, and (besides looking after all repairs to vessels in the service) had crews trained and waiting for not less than nineteen cargo - carrying ships of about 170,000 dead-weight tonnage, delivered in August alone.

At the present moment the United States Navy has upon this side of the ocean about 50,000 men, and about 300 ships, not counting men or vessels engaged in civilian supply service.

One detail of the Anglo-American team-work now developing into an unparalleled perfection trains men for American destroyer crews. Enlisted for this highly technical service everywhere in the United States, often far from salt

water, most American recruits must learn the very rudiments of their duties. They are taught extensively at a school now operating at Queens town, in which drafts from the United States are instructed chiefly to be sent back to America as " nucleus crews." Reaching America, each unit of the sort is at once put aboard a new destroyer-very likely before she is entirely completed, so that its men can learn her thoroughly. When she sails they have her in charge, and bring with them on the eastward voyage as many raw men as by terrific crowding can be pressed into her spare space, to take their turn at Queenstown. Thus the speed of training is so extraordinary that no matter what may be the rapidity of output at the American destroyer yards, crews will be ready for every vessel quite as soon as she is launched.

The men of the American Navy are the best paid of the world's naval fighters. One of the results has been that they have materially helped defray the cost of the great war in which they have enlisted to participate. To date, all ranks in the United States Navy have subscribed to the "Liberty Loan" more than eighteen and a-half million dollars, thus exceeding by four million dollars the Navy's total subscriptions to the two previous war loans. The total of subscriptions from the Navy's enlisted and civil employés now exceeds thirty-two and a-half million dollars, or enough to pay for at least three of the new Dreadnoughts upon which so many of the contributors will serve. Roughly speaking, five dollars are equivalent to a pound.

Maria

### "WITH FEELINGS OF PROFOUND ADMIRATION": THE KING AT THE FRON

OFFICIAL PHOTOGRAPHS.



"EVERYWHERE HIS MAJESTY WAS CHEERED": TROOPS BEHIND A HEDGE GREETING THE KING'S CAR ON A FRENCH ROAD.



EVIDENTLY WITH GOOD CAUSE FOR SATISFACTION: THE KING NOTING
THE BRITISH LINE SHOWN ON A MAP.



THE KING'S RECENT VISIT TO THE BRITISH FRONT: HIS MAJESTY INSPECTING TRENCHES, ACCOMPANIED BY OFFICERS.



WITH THE FRENCH PRESIDENT AND FOLLOWED BY SIR DOUGLAS HAIG:
THE KING AND M. POINCARE INSPECTING A GUARD OF HONOUR.



A FAMOUS GENERAL HONOURED: THE KING INVESTING SIR HERBERT PLUMER WITH THE G.C.B.



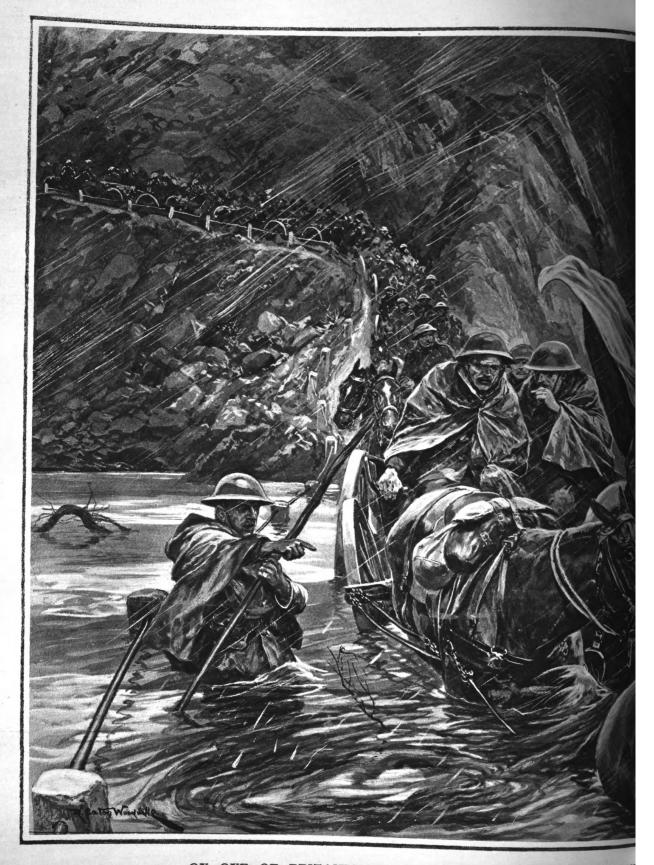
THE KING AT THE FORESTRY SCHOOLS
A TRIP ON A LIGHT RAILWAY.



HE V.C. FOR A HEROIC CHAPLAIN: THE KING DECORATING THE REV. T. B. HARDY.

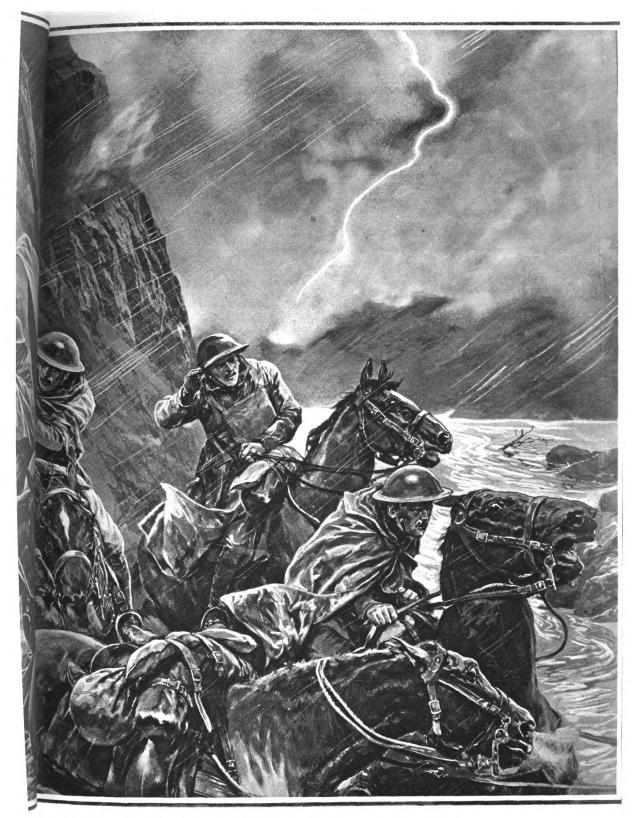
After his recent nine-days' visit to the Front, during which the great British attack east of Amiens took place, the King said in his letter to Sir Douglas Haig: "I return home with feelings of profound admiration of our armies, convinced that, in union with those of the Allied nations, we shall, with God's help, secure a victorious peace." King George arrived in France on August 5. As Reuter's correspondent says: "Everywhere his Majesty was cheered alike by troops and civilians, hurrahing crowds springing from the

countryside." On the 7th he visited the forestry schools, where he was met by Gen Lovat Fraser, and the same day he met President Poincaré at a luncheon given by Douglas Haig. The King also inspected many branches of the British forces, as well some American troops. More than once he was under shell-fire. Among other deco tions, he bestowed the G.CB. on Sir Herbert Plumer, and the V.C. on the heroic chapla the Rev. T. B. Hardy, who, though over 53, has shown wonderful courage and enduras



ON ONE OF BRITAIN'S MANY FRONTS: A HOWITZER BATTI

Although public interest has been latterly concentrated upon the West, it must not be forgotten that British troops are taking a gallant share in the war on many fronts, in different parts of the world. Here, for example, a battery of our heavy howitzers is shown making a perilous crossing through a typical flood on a mountain road in the Piave region during a storm. In the foreground on the left are the tops of the posts marking the roadside, and a man has been stationed by one of



FY CROSSING A FLOODED MOUNTAIN ROAD ON THE PIAVE.

them to warn the drivers of hidden obstacles. Each gun is drawn by eight horses, and strapped on each animal may be seen its gas-mask. These mountain roa become suddenly flooded in a remarkably short time, often less than an hour. The water rises 20 ft. or more, and, sweeping over the roads and tree-trunks, will, many cases, destroy the guide-posts, strongly built as they are of granite and iron. Equally quickly the water will subside.

E-WINESS. COPVRIGHTED IN THE UNITED STATES AND CANADA.

### "WHAT THE GERMAN WAS IN BELGIUM HE IS STILL"

AMERICAN OF





1 and 2.—"THESE HOUSES WERE MAGNIFICENTLY AND TASTEFULLY FURNISHED. . . . IN THEM TO-DAY THERE IS NOTHING THAT HAS NOT BEEN DESTROYED :: A VILLA IN THE RUE SAINT MARTIN AND A CORNER IN ITS SALON.







5, 6, and 7.—CONVICTED OF LOOTING BY THEIR OWN HANDWRITING: ADDRESSES FIXED TO BOXES OF STOLEN GOODS WHICH GERMAN SOLDIES WERE GOING TO SEND TO THEIR WIVES AT HOME.





to and II. "ALL DRAWERS AND CUPBOARDS WERE RANSACKED AND THEIR CONTENTS RIPPED UP, BURNED, OR FOULLY SOILED": A BOUSE
IN THE RUE D'ESSOMES AND ITS KITCHEN PILED WITH CLOTHING.

Before evacuating Chateau-Thierry the Germans smashed, ransacked, and polluted the houses in their own inimitable style. A Reuter correspondent with the American Army, from what account of the state of the town the above extracts are quoted, concludes by saying: "So far one can describe things as they are, but the bestial fashion in which beds and rooms hat been defiled is difficult of description even by one man in private to another. It would seem to be the work of loathsome lunatics. It is impossible to think of men with any sen

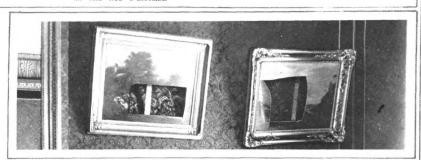
# LAGE AND POLLUTION AT CHATEAU - THIERRY.





3 and 4.—"THE LEATHER AND OTHER CHAIR-COVERINGS HAVE BEEN RIPPED FROM THEIR FRAMES": THE DINING-ROOM AND FRONT OF A HOUSE
IN THE RUE D'ESSOMES,





8 and 9. "THE TAPESTRIES HAVE BEEN HACKED TO PIECES, THE PICTURES SLIT FROM CORNER TO CORNER": INSTANCES OF THE MEAN SPITE
OF THE GERMANS





12 and 13. "THE BESTIAL FASHION IN WHICH BEDS AND ROOMS HAVE BEEN DEFILED IS DIFFICULT OF DESCRIPTION": A HOUSE IN THE RUE ST. MARTIN AND A BEDROOM IN IT.

placency sinking to the level of the things which have been done or being able to degrade themselves to such a slough of inconceivable bestiality. One only mentions it as a proof that the German was in Belgium he is still. He has not been enlightened, nor have his foul instincts been eradicated by four years of war." The writer attributes most of the blame with the shameful destruction perpetrated at Chateau-Thierry to German officers. It was done, he says, at the eleventh hour, just before the enemy abandoned the town.

# CIENCE JOTTINGS POLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE: BY THE ARCHITECTS, ANTHEMIUS OF TRALLES & ISIDORE OF MILETUS.

KNOWLEDGE is Power. This is a time-worn and time-honoured maxim. The conviction of its forcefulness is the incentive to the man of commerce, for he realises that he can make of his knowledge a marketable commodity.

### JAPAN AND HUMAN PROGRESS "AFTER THE WAR."

strictures on those who guide the ship of State are unjustified, since we are promised that, " after the

war," science is to come into its But those who will take the trouble to examine this promise will see that it is to be redeemed only in so far as it can be hitched on to the chariot-wheels of commerce. What they are pleased to call "pure" science will be left to struggle on as best it may, as heretofore. Not until we realise that the possession of wealth should be made the means to an end, and not an end in itself, shall be we able to order our lives decently, and profitably.

By way of illustrating the kind " pure of knowledge which science, properly endowed, would yield to us, let us take the study of racial problems, and the factors which apparently govern the de velopment of races. Our trusted Allies the Japanese afford a case in point. With startling suddenness, and within our own times these people threw off the yoke of an archaic civilisation and

emerged a great nation, to take their place with the great nations of the earth.

What explanation is to be given for this tremendous change? At present we can furnish no answer. This will be found when we are in a position to in-

terpret racial psychology as we racial physical now interpret Our anthropological characters. text-books can give us a very accurate summary of the physical characters of the Japanese. They show us that they are of Mongoloid stock, closely akin to the Chinese. The more striking characteristics of the Mongoloid are the long, straight, black hair, beardless faces, and the narrow, oblique aperture of the eye, the inner edge of the upper turning sharply down, to cut across the edge of the lower lid.

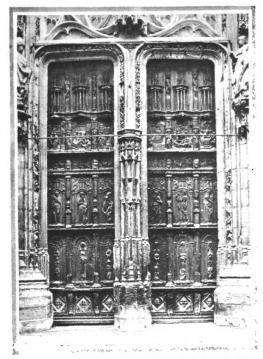
But the Japanese display other features worthy of note. For instance, the skin, in new-born children, is commonly marked by curiously pigmented areas along the middle line of the abdomen, and in the region of the loins and

buttocks, but these coloured areas disappear at from two to five years old. The malar or "cheekbone," which can be felt beneath the eye, commonly shows a separate ossification known as the

"os Japonicum," because of its frequency in this people, though it is not strictly confined to them; while the upper jaw is conspicuously low and broad.

Two more or less well-marked types are distinguishable. The fine type, represented by the upper classes, is characterised by a tall, slim figure, a relatively long head, long face, thin, straight nose, and straight eyes. The other is the coarse type, characteristic of the mass of the people, wherein the body is thick-set, the face broad, the cheek-bones prominent, the nose flat, and the mouth wide. These two types are, apparently, due to a mixture of Mongol sub-races (Northern and Southern), and to Polynesian blood. But as to the precise origin of the Japanese people we know nothing. aboriginal inhabitants of Japan were the hairy Ainu, now driven north to the Kuriles, Saghalien, and the north and east parts of Yezo. the Ainus are is another story.

But our knowledge of the physical characters affords no help, at the present, in interpreting the source of their exquisite work as artists, nor of their other striking temperamental qualities. The correlation of these various, and subtle, attributes is the task of the scientific investigators of tomorrow. If each nation took up the analysis of its own people on these interrelated lines, we might be able to trace the well-springs of "nationality"; and from the insight thus afforded, war, external and internecine, would die a natural death. Which among the nations claiming to be



But.

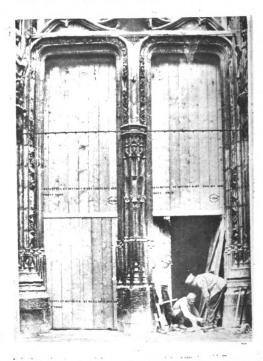
THE PROTECTION OF FRENCH MONUMENTS IN THE WAR - ZONE: SIXTEENTH-CENTURY DOORS OF ST. VULFRAN AT ABBEVILLE, BEFORE THEIR REMOVAL.

The fine sixteenth-century doors of the church of St. Vulfran at Abbeville have been temoved by the French Service des Recherches et Evacuations des Œuvrea d'Art du Front Nord. The apertures have been boarded up, and a temporary entrance made.

unfortunately for the community at large, " marketable" knowledge is the only form of knowledge that is esteemed worth having. There is not the slightest sign to-day that those among us who direct the affairs of State have the least regard for any form of knowledge which does not promise to further the pursuit of "wealth" in the form of dividends.

Wealth is a prime necessity in all forms of society, civilised and savage—that is to say, "wealth" in the form of means to secure the maximum amount of physical well-being, for until the needs of the body are satisfied, the intellectual man must of necessity starve. But we have yet to grasp the fact that knowledge for its own sake affords a driving force of incalculable power. It would make us "as gods, knowing good from evil." Not until our so-called "educated" classes realise this shall we make any progress towards that goal of universal peace that all profess to be striving for. It may be that, when it dawns upon them that, incidentally, knowledge pursued for its own sake may be applied to the production of "dividends," we shall get a step further in our spiritual development.

The production of knowledge is the task of the man of science, and it may seem to some that my

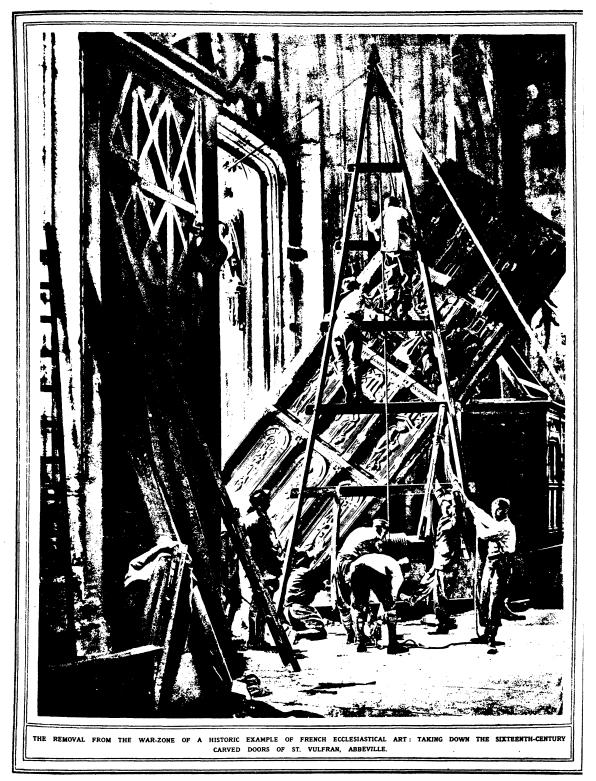


AFTER REMOVAL OF THE SIXTEENTH-CENTURY DOORS TO A PLACE OF SAFETY: FIXING A TEMPORARY DOORWAY AT ST. VULFRAN, ABBEVILLE

"civilised" will be the first to realise the way of salvation? At present "mere science" is dependent on the good Samaritan for such succour as may W. P. PYCEAFT. come its way.

### PRESERVING A RENAISSANCE MASTERPIECE: FAMOUS DOORS REMOVEL

PHOTOGRAPH BY THE FRENCH SERVICE DES RECHERCHES ET EVACUATIONS DES UNIVERS D'ART DU FRONT NORD.



The French-authorities have taken every possible precaution to preserve national monuments from the hazards of war, a special department having been established for the purpose, called the Service des Recherches et Evacuations des Œuvres d'Art du Front Merd. One of the most notable of its recent operations was the removal, here illustrated, of the old carved doors of the church of St. Vulfran at Abbeville, which date from 1550. The church itself, a Gothic building of the fifteenth and sixteenth centuries, was completed

in the seventeenth century on a smaller scale than at first. The sculptures on the great doors represent the chief events in the life of the Virgin Mary, together with figures o the Aposties St. Peter and St. Paul, and the four Evangelists. The doors were take down by means of a crane and pulleys, and removed to a place of safety on platforn wagons weighing five tons apiece. The apertures left were then filled in with boarding in which is a temporary door, as shown in a photograph on our "Science" page.

### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY BIRKETT, LAFAYETTE VANDYK, SPORT AND GENERAL SOAME, ELLIOTT AND FRY, RUSSELL AND SONS.



LIEUT. WELINKAR, An officer of the Royal Air Force. Has been officially reported as having been killed while on active ser-vice in France.



LIEUT. D. O'RORKE, LIEUT. D. O'RORKE, Royal Garrison Artillery. Son of Mr. Ambrose H. O'Rorke, of Craigavad, Co. Down, Ireland. Killed in action.



LIEUT. FREDERICK CHARLES SMITH,

Royal Air Forcs. Son of Mr. and Mrs. C. A. Smith, Shepherd's Bush, W. Killed in an aerial fight



2ND LIEUT. G. COWIE, 2ND LIEUT. G. COWIE, Royal Air Force. Reported killed as the result of an air collision over the enemy lines. Was in the School XV. at Rugby.



LIEUTENANT KENNETH GORDON GARNETT, M.C.,

Royal Field Artillery, Has been officially reported as having died of wounds,



MAJOR C. E. BRISLEY. MAJOR C. E. BRISLEY, Royal Air Force. Was a Cam-bridge "Soccer" Blue, an A.F.A. International, and played for the Corinthians. He was killed while flying.



LIEUT.-COL. A. L. WREN-FORD.





MAJOR F. VYVYAN MIL-BOURNE JACKSON,
Royal Field Artillery. Major
Jackson has been officially reported as having been killed
recently on active service.



LIEUT. JOHN F. RAYMOND KITCHIN.

Royal Air Force. Son of the late Mr. Clifford Kitchin, and of Mrs. Kitchin, of Boar's Hill, Oxford. Killed on active service. Aged 19.



MAJOR BENNETT-GOLDNEY, M.P.,

Assistant Military Attaché at the British Embassy, Paris. Was appointed to the General Staff early in the War



LIEUT. J. P. BIBBY, LIEUT. J. P. BIBBT.
Grenadier Guards. Youngest son of
Mr. and Mrs. Herbert K. Bibby, of
Hyde Park Street, W. Lieutenant
Bibby has been killed in action
recently.



LIEUT. CHARLES GRIFFITH HOLLIS, M.C., East Kent Regiment (The Buffs). Eldest son of Mr. and Mrs. Hollis, of West Byfleet, Surrey.



CAPT. A. J. ROSS, R.I.R. Was previously reported missing, and has now been officially reported as having been killed on active service.

O.



MR. D. W. JENNINGS, The well-known Kentish batsman. Mr Jennings recently died in hospital as the result of shell-shock and gaz. He was thirty-two years old.



MAJOR J. H. JER-

WOOD, M.C.

WOOD, M.C.,
Durham Light Infantry. Son of Canon and
Mrs. T. F. Jerwood, of
Little Bowden Rectory, Market Harborough, Twice previously wounded; once
invalided home.

LIEUT. A. HAMILTON FITZMAURICE, Royal Air Force. Second son of Major D. C. M. Fitz-maurice, Lancashire Fusiliers, Officially reported killed.



2ND LIEUT. A. LESLIE ASHTON, Eldest son of Mr. Alexander Ashton, Poris and Light-houses Administration, Port Said. Killed in action.

NOUR



(Speaker has just been welcomed home.)

### "You haven't changed a bit!"

"It's three whole years since I've seen you, and to look at you it might only be yesterday! The same delightful way of doing your hair; the same dear old Aberdeen; the same box of Kenilworths . . . ."

"Yes, I haven't forgotten how fond you used to be of a good cigarette."

"And Kenilworths are the very

best. They're one of the good things that the War has left untouched."

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### LADIES' PAGE.

A FTER long consideration, the Law Officers of the Crown have reported that, in their opinion, women have not become qualified to sit as Members of Parliament under the new enfranchising Act. Of course, the opinion of these high functionaries is not final; it has not even the force of a Judge's decision; but, on the other hand, their authority is very great, and they are understood to be impartial. Quite a number of ladies had already been invited to be candidates at the next election. One of the most suitable of such candidatures would have been that of a graduate of a Scotch University, who was asked to offer herself as a candidate for a University seat. As men and women are now admitted by the Scotch Universities as students and graduates on equal terms (and, indeed, in the elementary schools of Scotland for many generations past the laddies and lassies have been educated not merely equally, but actually together in mixed schools), it would be specially suitable for those Universities to have a woman representative; such an election would be but adding a new storey to an edifice already well built up.

It would be interesting if the Law Officers of the Crown would set forth the grounds on which they have arrived at the conclusion that women are not eligible legally, quite apart from the new Act, to stand for Parliament. For it is quite certain that in the National Councils occasionally called together in Saxon times, from which Parliamentary institutions directly developed, the Abbesses of the great religious foundations were summoned to attend, and did deliberate and vote and sign decrees in person. Proofs exist of this in the sixth century, and onward as late as the reign of Henry the Third. The object of those assemblies was mainly to obtain supplies of money for national purposes, and the Abbesses were the heads of wealthy communities. Since Parliament was regularly constituted, however, no women have sat in the House of Commons, though several have had the sole power of returning a Member, who was thus practically a woman's proxy. As regards the Upper House, when heiresses of great families became Peeresses in their own right, it is quite established that their husbands were absolutely entitled to sit and vote as the Peeresses' proxies in the House of Lords, and they bore the wives' titles, just as a Peer's wife now takes his title. All this, however, may possibly not be considered as giving an adequate precedent for women being elected and sitting as Members of the House of Commons in the twentieth century. More effective, perhaps, may be considered Mr. Gladstone's argument. He maintained that to give women votes "involves as a fair and rational, and therefore



A PICTURESQUE DINNER-COWN.

This dinner-gown is made of shell-pink Georgette, which has the inevitable touch of yellow about it—this time of the palest tint—in the sash.

morally necessary, consequence, their sitting in the House of Commons. For a long time," he said, "we drew a distinction between competency to vote and competency to sit in Parliament. But this distinction was felt to involve a palpable inconsistency, and therefore it died away. It surely cannot be revived: so then, the vote carries with it, whether by the same Bill or by a consequential Bill, the woman's seat in Parliament." So thought Mr. Gladstone; and we may be sure the "one sequential Bill " that he foresaw will not be long delayed.

At the same time, it may be mentioned, for the confort of the timid, that women voters elsewhere have shown no great anxiety to obtain for themselves, or to help other women to attain to, seats in representative assemblies. A clever and pretty woman, Miss Goldstein, stood several times without success for the Australian Parliament. In the United States, though Wyoming enfranchised its women fifty years ago, and a number of other States successively followed suit, there has never been but one woman elected to the United States Congress, and that was quite recently; she was there to give one of the few votes cast against America's entry into the war, and she so voted with an appropriate burst of tears, for she knew that she was following the dictates of her artificial, cultivated conscience in opposition to the more reliable orders of her deeper, subliminal, inward sense of rightful conduct. Even to the various State legislatures, only a very few women have ever been returned.

Complaints are being raised against the unnecessary amount of stuff still being used in making our dresses. It is not an unfounded complaint, and in view of the shortage of materials, especially woollen stuffs, it behoves us all to insist on the plainnest and simplest designs, using a minimum of material,

Now that glycerine is practically unobtainable, being required for munitions, women with a care for their conplexions are relying more and more on Beetham's Larola, which has similar properties as applied to the skin, and it is not surprising that the demand for it is increasing enormously. It removes the effects of sububir and exposure to the weather, and softens that irritation of the skin which so frequently causes discomfort at this time of year. Unlike most articles in these days, the price of La-rola has not risen exorbitantly, for it can be obtained easily from chemists and stores at is lide per bottle. Where a touch of colour is required, as for faces unduly pale through hard work, such an effect can be imparted naturally and safely by means of the La-rola Rose-Bloom, "one shilling the box," also made by the noted Cheltenham firm.





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darling. But if you cannot nurse baby yourself—try Glaxo first. Glaxo is next best to Mother's milk because it is pure, fresh cow's milk, made germ-free by the Glaxo process which transforms the abundant life-giving elements into a form as suitable for easy assimilation by Baby as is Mother's milk itself. And Glaxo has one other great point in these days of hurry and strife—it is easy to prepare. Just add boiling water—that is all you have to do. Could anything be simpler?



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### DANCING AS A NATIONAL ART.

M OST of the Puritan, and a good deal of the purist, has been sweated out of us since the war began. The parti-coloured garments of what the intelligent foreigner called our national hypocrisy have been doffed and we now walk abroad unabashed

it to the brave sounds blown out of a mouth-organ, and the leating of a crutch on the parapet. It was very like the pipe-and-tabor music of the merry old mediaval days. They danced riotously ... blue-and-silver dusk, under the crossed swords of the searchlights. Their lusty merriment was that of the night of stars and kisses when news of Poitiers came to little white-walled

London in her far-gleaming watermeadows.

It was wantonness — but the cleanly, open-air wantonness of Herrick's silvern lyric. You saw English souls naked, not nude. Heaven be praised we are back again in the Merrie England, lost for four centuries at least, where the common folk could divert themselves with-

out fear of the freezing eye of middleclass propriety. Surely we shall now have a national ballet in English idiom, in which the Morris step-still instinctively practised by little children in their singing - games

of rhythmic action, and the fine sword-dances still rehearsed in the North of England employed as soulstirring episodes. I am in high hopes that all this shall come to I am in high pass when Johnny comes marching home again, and his Jill-now working on the land-comes back to town with her eyes full of the dews of falling star-light, and soft tanned cheeks.

The return of the Russian dancers will help us to understand what a national art of the ballet might mean for us. In Russia, and in Russia only, was the art of the male dancer retained

as a not unmanly thing when it had died out in as a not unmany thing when it had oned out in other countries— most completely in England, where in consequence, the ballet became a meaningless jumble of lady-kicks and fripperies and silly

In Russia, it is true, the Italian tradition of technique was maintained by the official artists of the Imperial Ballet. But even in the state theatres plastique and mime were accepted as vital elements. and strength and breadth and a sense of far psy-chical horizons (prostir in Russian) lived on in the ballet because men as well as women took part in it

The Russian dancers we saw, and those we shall presently see, are revolutionaries in art, Pavlova and Mordkin, Nijinsky and Karsavina. and the rest, escaping from official limitations, made the ballet a swift epitome of all the arts.



WITH THE AMERICAN FORCE IN ITALY: "DOUGH-BOYS" GIVEN SOUVENIES

AT MILAN .- [Photograph by Topical.]

We must do the same, without otherwise imitating them. And, above all, lest the new art again degenerate into a mere accomplishment, we must train up our own male dancers.



WITH THE AMERICAN FORCE IN ITALY: THE ARRIVAL OF A TRAIN "DOUGH-BOYS" AT MILAN .- [Photograph by Topical:

in the spiritual altogether. Dancing, to take one out will be one letter in the alphabet of many happy results of this new sincerity, has once more become a form of frank-and-free self-expression-a manifestation of the joyous rhythm in the bright blood of our young men as well as our maidens. The Kensington Gore style of waltzing, which I remember only too well as an arid and absurd kind of self-suppression, a walking algebra of propriety, seems to belong to a former geological age. We may now confidently look forward to getting what we have not had since Erasmus rejoiced in the joyous amenities of our ringing, singing islanda national art of dancing.

These reflections occurred to me the other evening when I stopped on Waterloo Bridge (thereby losing my train) to watch Tommies and tom-girls footing

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#### THE CHRONICLE OF THE CAR.

Cars and the Luxury Tax.

the Committee on the Luxury Tax, would be left out of that Committee's recommendations.

which we cannot anticipate to the extent of letting things go by default. The question that must be settled at once by those who represent the interests of motoring is: What is to be the definition of a pleasure-car? Unfortunately, we have more or less defined it for ourselves by allowing the term to apply generically to any car which is not specifically built for the carrying of goods. Any car, that is,

which is simply a passengercarrying vehicle is, ipso facto, a "pleasure" car and, if the Committee's ideals eventuate into law, subject to the luxury tax. I do not think it would be going too far to say that 60 per cent. of the cars owned in this country are not pleasure cars at all in the true sense of the word. They are owned primarily because of the assistance they afford to their owners' business affairs. True, they may often be used for pleasure purposes, but I think the con-

the man of restricted means, upon whom this market depends. Of course, it may be argued that he should purchase a British car upon which no import duty leviable; but the answer to that is that there is at the moment no British car in sight which will take the place all round of the American car I have in mind. If there were, there would not be some 20,000 of these cars running about the British Isles; and probably about 15,000 of the total are owned and used for business. Yet on its construction, and accepted definition, this is a "pleasure" car. Obviously, it would be the height of injustice to tax the Obviously, it would be the height of injuries to the un-car that is a business vehicle unless you are going to tax farm-wagons and brick-carts as "luxuries." And that brings us up against a difficulty which, so far as I can see, will prove insuperable in practice. Supposing we exempt the business car from the proposals. I, for example, buy a car, and can bona fide prove that I want it for the purpose of my business. For some reason or other I sell it to someone who wants it for pleasure alone. What about the luxury tax, then? Is the new owner to be required the invury tax, increase and pay the duty on the original value? Or is he to pay on the actual price he paid me? Or will he escape altogether? However,



ONE OF MANY THAT HAVE SEEN SERVICE WITH THE RUSSIAN ARMIES IN THE CAUCASUS:

A LANCHESTER ARMOURED CAR, WITH TWO OF ITS CREW.

Armoured cars of this well-ried type are built by the Lanchester Motor Company, of Birmineham.

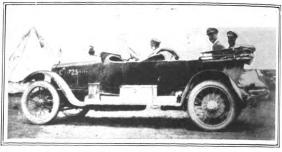
At the same time, I was certainly a little surprised to see that the car was included in the list of articles for which no exemption at all was scheduled. That seems to me to be both illogical and unjust. If we examine the question of motoring at large at the present moment we find that there is next to no luxury motoring being done, except in the very grades that escape the major imposts of motor taxation. I suppose it is beyond question that most of the luxury riding is done in taxi-cabs and other so-called public-service vehicles, and these are not subject to the full effect of existing taxes, while the owner of the private car who is using his vehicle for the purposes of his business pure and simple is mulcted in every penny the authorities can squeeze out of him. And now, in addition, the Committee recommends that because his vehicle is quite incorrectly described as a "pleasure" car, he is to be asked to pay twopence in the shilling on the full purchase value of the next car he has to buy.

It may be, of course, that the Committee's recommendations will never become law, but that is a matter tention is fair that unless a car is bought and owned principally for pleasure, it does not fall within the taxable definition.

The Effect on Cheap Cars.

A very serious aspect of the tax—if it should become effective—is the injury it will inevitably do to trade, particularly in the cheaper grades of motor vehicles. Suppose we take the case of the lowest-priced American cars, which used to be sold at about £100. These are now subject to an import duty that brings the price up to £133.

brings the price up to £133. Add a luxury tax of twopence in the shilling, and we find the price has gone up to £155, which will, in very many cases, mean all the difference between car and no car to



A CAR THAT HAS PROVED ITS EFFICIENCY IN PALESTINE: A 25-H.P. VAUXHALL STAFF CAR NEAR JERICHO.

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the recommendations have not reached the Statute Book yet, and there is to be a lot of debate before they do. In the meantime, the bodies representative of all the motoring interests are bestirring themselves. W.W.

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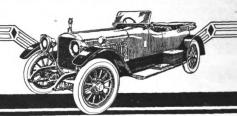
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### NEW NOVELS.

"Oh, Money! Money! this side, writes with her usual charm and witty commonsense in "Oh, Money!" Money!" Commonsense is, in fact, the bedrock of herstory, and the moral she draws is practical, if obvious, being neither more nor less than the reflection that people carry their natures with them into the trial of new Stanley Fulton, an American millionaire, cast about him for the recipients of his ten-million-dollar

ENTERTAINED AT THE BALTIC Y.M.C.A.: WOUNDED YUGO-SLAVS, The Yugo-Slavs here seen were taken prisoner by the Russians, and afterwards fought as their allies, on the Roumanian front. Mr. Blaxalo, who is seen with them, conducted them during their visit to London. He served with the Serbian Army, and was wounded in 1936. Photograph by Topical.

fortune in the event of his death. His only relatives were a little group of poor cousins, whom he did not know, in a small town. He hit on the idea of testing them by, causing them to be endowed with a hundred thousand dollars each, and then taking up his residence among them (as John Smith) to see how the money went. We do not intend to give away the rest of the book. It is Miss Porter's affair, and very well she manages it. It is amusing, but it has its sobering side as well. If anything, the cousins are rather too well treated, for their kind creator, relenting, allows them to accomplish changes of heart that are all for the better, and admits them all to the rare circle of people who not only learn by experience, but learn before it is too late to profit by their hard-earned wisdom. The love interest in "Oh, Money! Money!" is well handled, and is as lively and pleasant as the other features of the story

"The Anchor" (Constable) is sub-"The Anchor." 'A Love Story," titled Miss Eleanor H. Porter, an American lady already known and welcomed on this side, writes with her usual charm and the modernisms of its twentieth-century young people are already stale; but the romantic interest of the falling in love of Laddie and Janet, which differs in no mg in love of Laddie and Jahret, what differs in however from the falling in love of youths and maidens since the world began, has all the freshness of its undying theme. As for the machinations of Pamela Cartmel, they are, as Mr. Sadler himself reminds us, the way of Potiphar's wife, Laddie playing the part

of the fleeing Joseph, and Janet, for an hour of doubt, of the credulous Potiphar. Mrs. Cartmel has, of course, all the guile of the jealous woman; but the rest of the characters are, for the most part, pleasant and attractive people-the quiet English who keep the even tenour of their way even when Empires fall and civilisation rocks at the onslaught of the Hun.

There is not much breadth about "The Anchor," more pretentious novels fall short sincerity and discretion, and lack the careful expression that it gives to its views of Paris and London-with just a glimpse Germany-in the time immediately preceding the outbreak of war. Janet and the young men are the big success of the story. They are types of the generation upon whose shoulders the burden of the struggle been thrust. Such a book

as "The Anchor," with its tribute to their sound young humanity, might make even a Prussian understand why jack-boots fail when cleanly and honest people set out to do their simple duty.

In response to an appeal from Lord Northampton (Chairman), the Great Northern Central Hospital has received a donation of £15 188, 7d. from Mr. A. J. Avery, the Hon. Treasurer of the British Patriotic Committee, Quilmes (South America). The amount was collected at a lecture entitled, "Tommy, the World's Wonder," by Mrs. David T. Herald. The hon. treasurer writes: "On the night of the lecture, it blew a gale and snowed hard, and, according to the control of the lecture, it has a propagate snowed in Quilmes." (Chairman), the Great Northern Central Hospital has the papers, it had not previously snowed in Quilmes for eighty-eight years.

#### SAVE TONNAGE.

WHEN a business man consigns 400 or 500 env to the waste-paper basket every morning 95 per cent. of them being as good as new-he realises the almost criminal waste involved. Undou it is in the power of everyone who writes a letter to in carrying on the war. By a simple device celle "Save-tun" label, one can use envelopes over and again. A town of, say, 800,000 inhabitants, where two million letters are

posted each week, in the course of a twelvemonth would effect an economy of about eighty million envelopes, representing many tons' weight of paper and paper - making material which cargo - space has had to be provided. If every community in the country adopted this device, it is almost impossible to conceive the economy that would be effected, and the resultant benefit to the cause of the Allies. The boys in the line frequently experience great difficulty in obtaining envelopes but if we all use the "Save-tun" label, and enclose one with our letters to enable our soldier boys to use our en velopes for replies, this difficulty would be removed. Kenrick and Jef-Ltd. -who are







ECONOMY IN PAPER AND NAGE: THE K. AND J. TUN" LABEL USED THRI ONE ENVELOPE.

responsible for this innovation—are providing the tun " label in small packets of 150 (one shilling firm's show-rooms in London are: 22, St. Andrew's (off Holborn Circus), and they also have show-room Manchester, Liverpool, Cardiff, Swansea, Birmin Newcastle, Leeds, Leicester, Sheffield, Glasgow, and B

From the Nautical College, Pangbourne, which just completed its first year, three cadets—the first just compreted us first year, three causes—the first this institution—have passed the examination, and been accepted by the Admiralty as Naval Cadets, names are: H. L. Gilbert, E. T. Symmons, and a Clair-Ford. They will join Osborne for one term proceeding to the Royal Naval College, Dartmouth.

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A PUBLIC COMPETITION OF THE COMPETITION OF THE COMPETITION OF THE COUNTER OF THE COMPETITION OF THE COUNTER OF THE COUNTER OF THE COMPETITION OF THE COMPETITION OF THE COUNTER OF THE COMPETITION OF THE COUNTER OF THE CO CLAUDEL-HOBSON SECUL

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No. 4141.- VOL CLIII

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SATURDAY, AUGUST 31, 1918.

ONE SHILLING.

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VICTORIOUS AGAIN: SIR DOUGLAS HAIG PERSONALLY THANKING TROOPS WHO TOOK PART IN THE GREAT OFFENSIVE.

Sir Douglas Haig, it will be remembered, commands a group of armie: on the northern part of the Allied offensive, having under him Generals Rawinson and Debeney. To the former he recently sent the following message: "My warmest congratulations and thanks to yourself, your staff, and all ranks under your command for the magnificent success recently gained by the Fourth Army. The brilliant manner in which the operation

was prepared and successfully carried out with comparatively small losses by the Third Australian and Canadian Corps, in conjunction with the Cavalry Corps, R.A.F., and Tank Corps, pays striking tribute to the skill of the leaders of all ranks and the bravery of the individual soldier." Sir Douglas Haig is here seen personally thanking some of the Canadian troops.

PHOTOGRAPH BY CANADIAN WAR RECORDS.

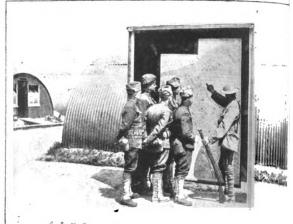
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### THE GREAT ADVANCE: BATTLE INCIDENTS AND SCENES

PHOTOGRAPHS - Ruitien



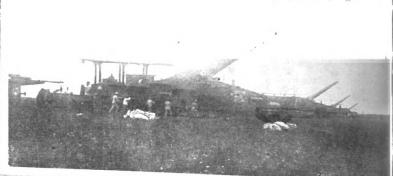
DURING THE AUGUST OFFENSIVE: WOUNDED MEN AT A BRITISH
AID-POST ON A BATTLEFIELD.



Λ LESSON IN WAR-GEOGRAPHY: A BRITISH SOLDIER EXPLAINING A MAP
OF THE FRONT TO AMERICANS IN TRAINING.



PART OF OUR 594 TONS IN A FORTNIGHT: THREE TYPES OF BRITISH AIR-BOMBS.



FRENCH HEAVY ARTILLERY IN ACTION ON THE WESTERN FRONT:
A BATTERY OF 320-MM. GUNS IN POSITION.



AT CHIPILLY, CAPTURED BY LONDON TROOPS IN THE AUGUST OFFENSIVE:
THE IRON BRIDGE OVER THE SOMME BLOWN UP.



MINIATURE FORERUNNERS OF THE TANKS: METAL SHIELDS ON WHEELS FILLED WITH SAND, USED BY FRENCH WIRE-CUTTERS.

In connection with some of these photographs we may recall some of the material results of the great advance on the Western Front as published in official and other reports. Thus, as regards the work of the British air service during the battle, an official communique stated on August 24: "During the last fortnight... the total weight of bombs dropped by us is 594 tons." Three types of the bombs used are shown in one of the illustrations. Regarding another, showing a German casualty clearing station captured by the Canadians, a correspondent

### OF INTEREST BEHIND THE BRITISH AND FRENCH LINES.

IMERICAN OFFICIAL, AND BEAUFRERE.

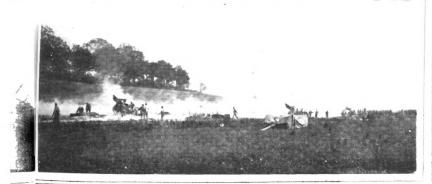


SOLDER HEAD. CAPTURED BY THE CANADIANS, WITH 167 GUNS AND OVER 10,000 PRISONERS: IN TRAD.

A GERMAN CASUALTY CLEARING-STATION.



A CAGEFUL OF CANARIES RESCUED FROM RUINS IN AMIENS: A BRITISH SOLDIER'S DISCOVERY.



FRENCH GUNS IN THE WAR OF MOVEMENT: A BATTERY OF 155-MM, HOWITZERS IN ACTION NEAR THE FRONT.



WEARING THE GRAND CROSS OF THE LEGION OF HONOUR: GENERAL PERSHING.



THE TANK IN EMBRYO: A FRENCH SOLDIER GIVING A DEMONSTRATION WITH A SHIELD ON WHEELS FOR USE BY INFANTRY.



WITH A PROPELLER FOR CROSS, AND INSCRIBED IN ENGLISH AND GERMAN :
THE GRAVE OF VON RICHTHOFEN, THE FAVOUS GERMAN AVIATOR.

writes (on August 20) of the Canadians' share in the victory: "An additional 17 guns have been rounded up, bringing the total to date up to 167. More prisoners have been taken, so that the tally for the corps exceeds 10,000." The French troops under General Mangin captured, between August 17 and August 26, 12,224 prisoners and 256 guns. During the period of the German advance which began in March, Amiens suffered severely. It was estimated that one house in seven had been more or less damaged and one in twenty seven totally wreeked.



#### By G. K. CHESTERTON

THE last speech by Dr. Solf, the German Colonial Secretary, contained a question which some of his enemies may well endeavour to answer more intelligently than he did. The great part of the speech was of the sort that always accompanies a German retreat, as regularly as a tear-guard action. Prussia always preaches ruthlessness when she is winning, and righteousness when she is losing. And in this war, by a sort of brutal simplicity, she actually preaches them both simultaneously—the ruthlessness to the conquered East, and the righteousness to the conquering West. For there was something quite wildly weak about Dr. Solf's apology for the Brest-Litovsk A peace so shameful that the very traitors who betrayed their country into it were forced furiously to denounce it cannot be called a mere quest of method. For the rest, he really seems to reproach us with permitting Russian misgovernment, as if it was the business of people at the other end of the earth to depose a Russian autocrat, when the Prossians, living next door to him, have never done anything but make him more autocratic. Every Prussian intervention in Russian affairs has been reactionary, from the time when Frederick called on three empires to divide Poland, to the time when the present Kaiser called on the late Tsar to avenge the special sanctity of Imperial blood by crushing the independence of Serbia. France and England appealed to the Tsar as leader of the Slav peoples. It was the Kaiser who openly appealed to him simply and solely as a Tsar. But it is hardly worth while to reply to the random firing of the great retreat.

Dr. Solf, however, used one word, and implied one notion, which it may be well to examine. That the aims of the Allies are "imperialistic" continues to recur in every important utterance from the German Empire—where everything is imperialistic not only in aims, but in origin. An Emperor has imperial aims; an Imperial Chancellor presumably has imperial aims. It is hardly

the worst word that we have for our present enemies to say of an Emperor that he is an Emperor, or of his Empire that it is an Empire. But, though it is about the best thing we could say of him, it appears to be about the worst that he can say of us. The word is peculiarly inappropriate to the aims of the Entente. It is even especially inappropriate to its most extreme aims. The primary purpose of the Allies is not imperialistic in any senson to even in a good sense.

Similarly, we may wish to destroy Prussia and Prussianism; but we certainly do not wish to absorb them. We are concerned with something we want to get rid of; not with something that we want to get hold of. We wish to eliminate the evils of the enemy, because they are evil for us and everybody else; but we do not particularly wish to take the

goods of the enemy, if only because we do not think that they are good. Nobody desires to carry off all the statues of the Kaiser. Nobody is likely to remove the city of Berlin, stone by stone, and set it up again on Salisbury Pluin or on the devastated spaces of Champagne. The Englishman who captures a spiked helmet generally carries it off to exhibit, but not to wear. And all these are but trivial types of the central truth—that our main intention might be called ruin, but cannot possibly be called robbery. We have no particular hopes of imperialising Germany as Rome imperialised Gaul; of exploiting its resources



THE GERMAN COLONIAL SECRETARY, WHO RECENTLY REPLIED TO MR. BALFOUR'S SPEECH: DR. SOLF, An effective rejoinder to Dr. Solf's criticisms of Mr. Balfour has been made by Lord Robert Cecil, who described German colonial rule as "bruta' and callous," and said that "the British Government has been gathering evidence which will soon be published." 
Official Protocraph,

either for our own or for the general good. We have in the past occasionally—and, as I think, unfortunately—fought for the gold in a mine or

matter if it were put in an unfavourable fashion. There might be some sense in saying that our aim is merely violent, or merely vindictive, or merely militarist. If you like, it dees not propose to itself any good so positive as that of Imperialism. If you like, it is not positive at all. It is negative; it is destructive; it is nothing except wholly necessary and wholly just.

But, when we speak thus of the positive and the negative, we must beware of a very common form of modern muddle - headedness. desires the negative or the destructive for its own sake; men desire to set free the positive things which may flourish afterwards. But they may very well believe that the freedom effected by that destruction will certainly enable them to flourish. If you tell a man cutting down a tree that he is destructive" and not "constructive," you will almost justify the simple wood-cutter in using his axe on the philosopher instead of the tree. For it is not only true that he may reasonably expect to construct something else out of the wood of the tree. It is also true that he may reasonably expect certain other things to grow of themselves, merely because of the removal of the tree. The parable is merely a parenthesis; but it is also, clearly enough, a very true parable of the whole case for the great Alliance-for those who are hewing down the huge upas-tree of Prussianism.

It is, therefore, wholly remote from reality that the German Colonial Minister should try to make the whole matter turn on the retention of the German Colonies. No English representative, ferce or mild dogmatic or doubtful, has ever felt about that matter, except as an afterthought and a byproduct. We are confronted, touching the German Colonies, not so much by the desirability of having them as by the difficulty of returning them. That difficulty is connected with the attitude of the natives, the attitude of the English colonists, and especially the attitude of the German colonists.

But primarily, and in any case, our practical aim is much to take such things from Germany than to gain such things for England Our motive is equally extreme; it is more destructive, but it is in no sense imperialist. We think it necessary to clear this poisonous jungle of Prussianised Germanism from the places where it cumbers the earth; but it is really true that the most stupid or cynical of us are thinking more about the growth we cut away than about the land we leave. If Dr. Solf does not understand this he will wholly misunderstand the Englishman, in a way in which it is always a disaster to misunderstand an enemy. The Englishman knows by now that he is engaged in a work compared with which scrambling for colonies is like scrambling for halfpence. Picturesque as his adventures have been on the edges of things and

at the ends of the earth, he knows he is now in the centre of things, in the court of the judgment of the earth—not outwitting a rival trider, but trying a notorious pirate. What happens to the property of the pirate is really a secondary matter. We are interested in what happens to the pirate.



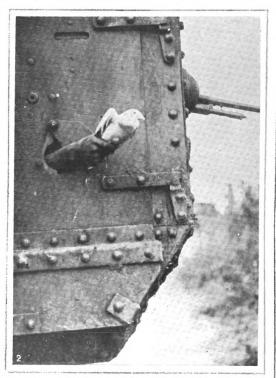
A FAMOUS INDIAN PRINCE VISITING THE BRITISH FRONT IN FRANCE: THE MAHARAJA OF PATIALA INSPECTING A BIG GUN.—[Official Photograph.]

the opium passing through a port. But we certainly are not fighting for the timber of the Black Forest, or for the grapes in the vineyards of the Rhine. That is not even our selfish object, putting asside our unselfish objects. The distinction is so demonstrably sound that it would not even

### CURIOSITIES OF WAR: HUMOUR; A NOAH TOUCH: CAMOUFLAGE.

BRITISH OFFICIAL PHOTOGRAPUS.







- RIES OF PEACE-DAYS' EPSOM IN ITALY! "TATTENHAM CORNER." | 2. SENDING FORTH THE "DOVE": RELEASING A TANK'S MESSENGER-PIGEON. 3. UNDER A SUNLIT CAMOUFLAGE SCREEN: A LIGHT-AND-SHADE EFFECT AS THE MAHARAJA OF PATIALA INSPECTED BIG SHELLS.

both the state of the British soldier's humour in lace-names—in this case, in Italy. In the second, taken on the British front a messenger-pigeon is seen being released from one of our Tanks, which is birds for keeping in touch with the infantry. A comparison with Noah is

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### GERMAN PRISONERS AS LAND WORKERS.

THE War Office's demand for thousands of additional men from the land has forced farmers and others who are seeking to be of service to them to examine closely the remaining sources of supply. Women, girls, and boys are lending what aid they can; and much more would be achieved if the Agricultural Prison Camps could be extended and developed throughout the country. There is a certain prejudice against them. In the first place, farmers have ill-founded doubts about the capacity of the prisoners; farm-hands do not always work with them gladly; and the citizens of country towns are often exercised in their minds by the sight of groups of prisoners going to and from their work unguarded. They also resent military authority, and believe that the Commandants ought to be controlled by the local police!

I have employed German prisoners of war now for more than a year, on and off; and the results have been quite satisfactory. They come in groups of two, three, half-a-dozen, as required, being driven to and from their work if it lies more than three miles from the camp. The hour of arrival is about eight o'clock (Government time), and they stay ten hours, with one hour for dinner (not charged for), and an extra half-hour at the

farmer's expense. The cost of their labour is fivepence per hour, of which one penny goes to the prisoner, and, though this may appear to compare too favourably with the farm-hands' seven-pence, it must be remembered that they lack the farm-hands' knowledge of English agricultural conditions. It is permitted to supplement their ration, and one may say quite safely that nine men out of ten respond to kind treatment and do their best.

Some of those I have employed were farmers in Germany before the war, and bring to their work a clear understanding and a considerable measure of skill. Much depends upon the Commandant. Where a man has been appointed without inquiry as to his agricultural knowledge, it is not possible that the machinery of the camp should work effectively; but where, as at Kenningball in Norfolk, Dunmow in Essex, and other places, the Commandants happen to be landowners or farmers, the whole district affected by their operations has benefited largely.

The special advantage of the Agricultural Prison Camps is that they supply men who can do the heavy work that lies a little outside the

### By S. L. BENSUSAN.

effective radius of untrained women and boys. Heavy land ploughing, bush-draining, scything, loading, pitching, some forms of digging, river cleaning, and other jobs of like kind demand the well-knit frame, the tempered muscles, and a large measure of practice. The Commandant who understands farming knows whom to send. German prisoners as a class are obedient, industrious, and show no inclination to escape; they know when and where they are well off.

Perhaps it must be admitted that some of them work with ulterior motives. A friend of mine who understands German perfectly heard a conversation between two of them. One had just finished a hard piece of digging in first-class fashion. "You have done that very well," said his friend. "That is so," remarked the tirel worker. "I think we all ought to do so. When we occupy this country our Government will expect to find that we have brought it into the best order possible. We shall want all the food it can grow." After all, the motive does not matter under the circumstances; the truth remains that German prisoners have done much for agriculture in England, and are capable of doing much more.

### OUR IGNORANCE OF FRENCH.

0

### By E. B. OSBORN.

SHOULD classics or science or modern languages be the prop and stay of a liberal education Nothing in the world would persuade me to take part in the three-cornered duel among educational experts which has been provoked by that question. But I am not afraid of saying that a real knowledge of French is now indispenable to us, as individuals and as a nation, and that what passes for it at the present moment is a degree or two worse than absolute ignorance. Whatever be the changes and chances of world-politics after the war, this at least is certain-we can never again think of the French people as other than our nearest and dearest friends beyond the narrow seas. The dust of so many myriads of French and English soldiers has been mingled together in the va t battlefield of the Western Front-in the Via Sacra of Douglas Gillespie's wonderful letter to his old school-that the mutual sympathy and confidence which now unite us can never fade away into a cold and calculating indifference

The Entente is the two-handed Crusader's sword which will yet hew Germany in pieces before the Lord. For generations to come it will be the mightiest safeguard of the world's peace. But the greatness of France, so gloriously revealed in our

atmed alliance, is even more majestical in the world of ideas—and there we shall be e half the benefits of our battle-welded intimacy if we do not take pains to acquire an accurate understanding of the French language. To speak it well is, perhaps, beyond our unskilful tongues—but we can at any rate learn to read it aright.

As things are, the grossest errors in French translation are constantly recurring in English books and journals. It seems hopeless to think of extinacting such blunders as morale for moral. Bosche for Bothe, nom de plume for pseudonyme, double entendre, "the tout ensemble," etc. The e howlers, however, which seem to be a ve ted interest of Stratford-atte-Bowe journalism, are comparatively innocuous. Other inaccuracies, by no means infrequent even in the cultured Press, have much more dangerous consequences. For example, the popular notion that revanche means revenge in the vindictive sense—a misconception I have heard turned to account by a defeatist M.P. who said, in convertation, that we ought not to go on fighting the poor Germans merely to gratify France's unholy lust for vengeance! Even as used in Paul Déroulède's famous lines, which have the look of a prophecy to-dayEt la revanche doit venir, lente peut-être,

Mais en tout cas fatale, et terrible à coup sûr—the word has not the dark, transpontine colouring imputed to it; all it holds in it is the idea of a return match, or getting one's own back, which would show that the disasters of 1870-71 were due to misfortune, not a real inferiority. As for the mistran lations of French official and military communications since the war began, they have been past counting, though in no single case, fortunately, have they had any harmful result. And the renderings of ob ervations by French military experts (the best in that business—far better than ours!) are often so clumsy as to be meaningless, the translators being absurdly ignorant of French military terms.

It is in the translations of French literature, however, that our ignorance of French is most lavishly and candalously displayed. British publishers ought to be ashamed of the slip-shod, taxteless parodies of famous French books they foist on an indolent and injudicious public. But the e-wretched things, and all the popular errors enumerated, would vanish if only we took pains to learn French so that the Entente might become an intellectual thing.

### ACCELERATED RECRUITING IN INDIA.

0

### By ST. NIHAL SINGH.

VIGOROUS measures are now being taken in India to develop India's military resources. More than thrice as many men are being enlisted in a month than used to join the colours in a year in pre-war days. During the pre-ent year the military authorities are endeavouring to raise a new army of 500,000. The progress made during the last six months justifies the hope that that programme will be greatly exceeded. Unlike the practice in this country and in the Dominions, men recruited for Army service and other auxiliary corps are classed separately in India; and when due allowance has been made for that fact, India's effort in men during the year may come up to or even surpass that which she made during the first three years of the war At any rate, every Indian interested in the Empire's cause hopes and prays that, before the fifth year of the war is over, India will have sent on foreign service more than 2,000,000 of her sons to make the world safe for democracy.

The accelerated effort in rai-ing men began with the breakdown of Russia and the con equent collap e of Roumania, and the opening wide of the gate that shut off Central Europe from Middle Asia. There was never greater menace offered to

India's North-West frontier and the regions surrounding it than there is to-day. The treaty of Brest-Litovsk has given the enemy the choice of several roads through the Middle East—and these roads give him advantages superior to those offered by the Bagdad Railway. All along the e highways lie wast resources in food and man-power, on which the German Staff has for years been casting greedy eyes.

India is the one unit of the Empire which has it in her power to meet the new menace. Basing calculations upon the last census, she has something like 75,000,000 men of military age (eighteen to fifty-one). So far, only 1,200,000 of them have, according to a recent official statement, been drawn upon. There is, as a consequence, no lack of men to overcome the peril. Nor is there any difficulty in finding leaders for men. Numerous Indian Army officers have proved their capacity as leaders; and thou ands of promising young men, many of them with British educational qualifications, can readily be trained as commissioned officers. India not only has vast man - power, but she has the will to use it.

The Imperial authorities have therefore done well to ask India to prepare her forces to meet the

German menace sweeping Eastwards. The call ent from this country at the beginning of this year in the name of the King-Emperor and the Prime Minister went straight to the hearts of Indians, and they are doing everything in their power to co-operate with the authorities in their power to develop Indian man-power. Committees and sub-committees have been established in various perfs of India to bring the war situation home to Indians by means of cinematograph shows, picture papers, ordinary new papers, pamphlets, and lectures. Influential Indians of all races and creeds are also doing a great deal of individual work to stimulate recruiting.

In constituting these committees to work hand in hand with the Central Man-Power and Publicity Boards, widening the area of recruitment, and removing the bar that excluded Indians from the commissioned rank, the authorities have shown a remarkable appreciation of the situation and a determination to rice to the occasion. The new policies that have been inaugurated, if followed to their logical sequence, will appeal to the Indian imagination and stimulate Indian pride in a manner that will ensure the success of any recruiting programme, no matter how great it may be.

### THE GREAT ADVANCE: ARTILLERY; INFANTRY; AND GERMAN PRISONERS.

CANADIAN, WAR RECORDS.

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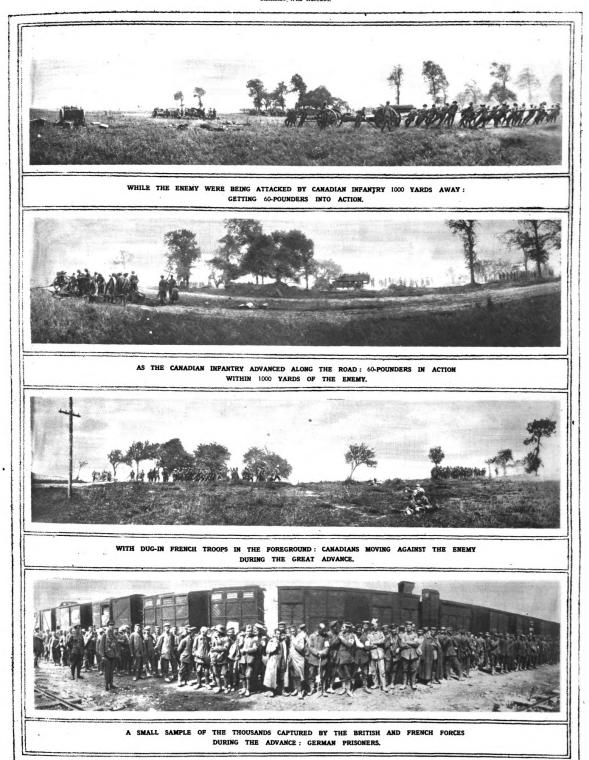
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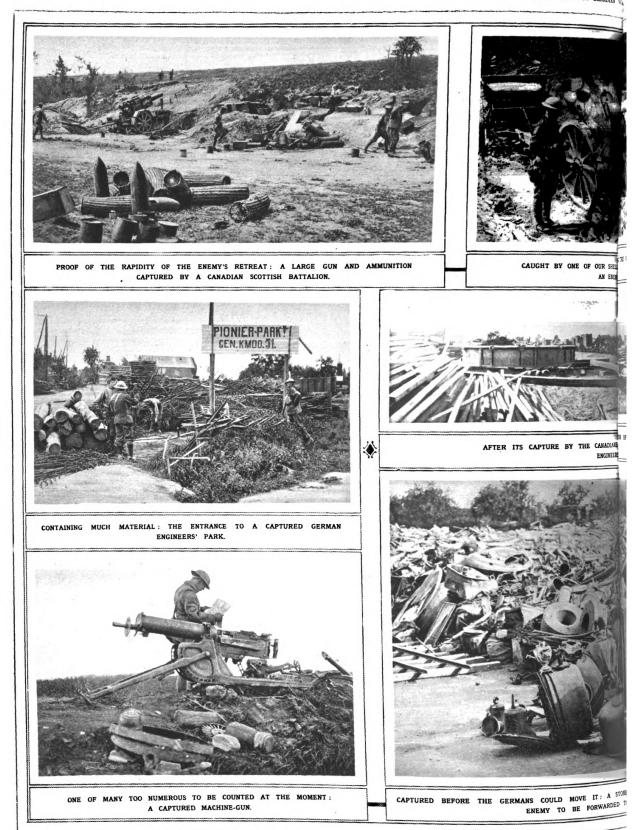


"Field-Marshal von Hindenburg has owned up, for the first time since he has been responsible for German strategy, that he has had a serious 'set-back' on the Western Front," the "Observer" reminds us; "but he consoled the officers and men of the 3rd Regiment of Prussian Guards . . by saying that the Allies had shot their bolt, and were beginning to show 'weariness of further effort.' . . Marshal Foch is certainly

giving no indication of war-weariness. What he did so successfully in the limited operations of July 18 and August 8, when General Pétain and Field-Marshal Haig respectively wiped out the Marne and Amiens salient, he is now doing with wider intention in order to get rid of the great strategical salient which has existed ever since September 1914, the base of which is a line drawn from Arras to Rheims."

### THE GREAT ADVANCE: MEN, MUNITIONS, AND MATERIAL

PHOTOGRAPHS BY CANADIAN W



Dating his despatch August 25, one of the official war-correspondents at the Front wrote: "Our captures in prisoners and guns must be very large, but the roughest estimate would be absurd. One can say that up to yesterday the Army of General Rawlinson alone had taken 30,000 prisoners since August 8, and that one corps of General Byng's Army has taken some 4000 in the last two days, and another 1500 in the twenty-four hours ending at noon to-day. But wherever one goes upon the Front one meets the prisoners streaming down.

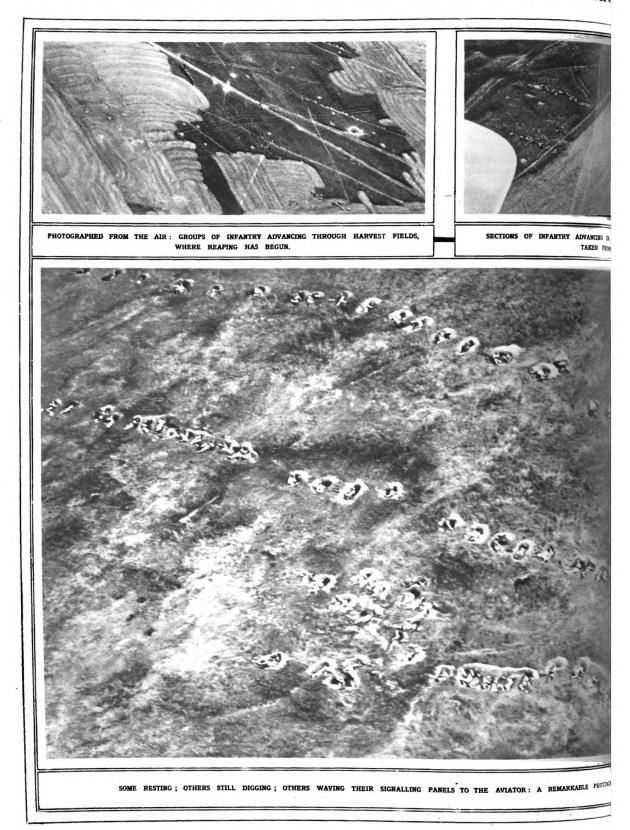
Nor can I give any more accurate guess at the guns we have taken than can I at the men. In the first operations our advance was nowhere, nor was it meant to be, deep enough to

### ND MAPTURED BY BRITISH TROOPS ON THE WESTERN FRONT.

PROTOGRAM AND BRITISH OFFICIAL.

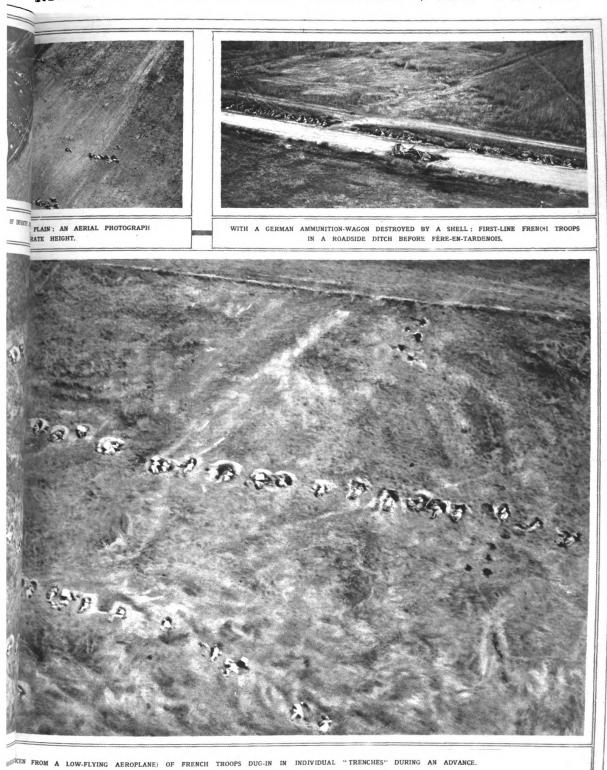


### THE ADVANCING FRENCH, AS SEEN FROM A LOW-FLYIN



The development of aerial photography has been one of the wonders of the war. Many examples of it have been published, but hitherto they have usually been photographs at a considerable height. Latterly, however, there has been a great increase of flying at low altitudes, mainly for the purpose of attacking enemy troops with machine-gun fire. It may use of the aerial arm has been naturally accompanied by the taking of photographs from lower altitudes than was customary before. A remarkable instance is to be found in the second of the second of

### ROPLANE: IN INDIVIDUAL "TRENCHES": AND MOVING.



<sup>#</sup> illustration above, which shows clearly what is meant by infantry "digging-in" when advancing over open ground where there are no trenches. On such occasions each man dig from shelter, or trou individuel, as the French call it, with his entrenching tool. Of the men shown in the photograph, some, it will be noted, have already finished their task and are in the cavities they have dug, while others are still at work, and others, again, are waving to the aviator with their panneaux de signalisation.



#### THE GIANT ZEPPELIN AEROPLANE.

MUCH has appeared in print of late concerning the German "Riesenflugzeugen," or "Giant Flying Machines," and sundry photographs have been published of the wreckage of one which was brought down near Paris and burnt by its crew. Yet hitherto nothing authentic has been made known concerning the origin of the machines nor their chief characteristics. The more credit is due, therefore, to my friend M. Jean Lagorgette, a wellknown French technical writer on aeronautics, who has, with infinite patience and great skill, investigated and studied the wreckage of the captured machine, and has produced, as the result, accurate scale drawings, such as would enable any aeroplane maker to build a similar aeroplane if he desired to do so. It is, however, not in the least likely that anyone will wish to do so, for, as the result of his studies, M. Lagorgette arrives at the conclusion that the giant, like most other giants, is a poor enough production, and is not better in any way than several other aeroplanes, having nothing special about it except - as he graphically says - its "enormity."

Perhaps the most exciting thing about it is its origin, for fairly conclusive evidence points to its being an authentic Zeppelin aeroplane. Hitherto,

However, that is of purely technical interest, and the fact is only mentioned here because it is important evidence as to the giant's parentage.

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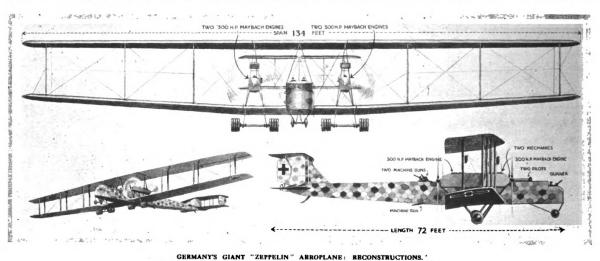
Nearly all the minor fittings, methods of fixing parts, the general way in which the work is done, and the general turn-out of the machine are distinctly of Albatros origin. Hence it appears as if the Albatros Works, who have been trying without much success for two or three years to make a giant aeroplane, and have killed two or three of their best pilots in the effort — notably Hans Vollmöller—have been turned on by the German authorities to make a version of their machines which has been modified and made moderately successful with the help of Zeppelin engineers.

There is, of course, also the possibility that the machine may be really an Albatros, modified and built by the Zeppelin firm at their airship works at Friedrichshafen, on Lake Constance, or even more probably at their Potsdam works.

However, as regards the Giant, it is fairly clear that, in one way or another, it is a genuine Zeppelin aeroplane. And, as M. Lagorgette sagely remarks, By C. G. GREY. Editor of "The Acropl

The machine itself is a huge biplane, measuring 41 metres from tip to tip of the wings, or a matter of about 135 feet. Even this is not so very much bigger than some of the Allies' machines. The length of the brute is 22 metres, or about 72 feetwhich is long, but nothing very astonishing. Its greatest height above the ground is about 21 feet, so that it takes a fairly big shed to hold it, especially as it does not fold its wings.

The seating arrangement provides for a crew of eight or nine men. Right in the very nose of the machine is a seat for a single gunner-observer, who is apparently the bomb-dropper also. If the machine hits anything in landing, he receives the first brunt of the shock. Immediately behind him. and on a higher level, are seats for two pilots, side by side, all their control gear being duplicated. Behind them, again, is a wireless operator; and behind him is a compartment for two mechanics, who would appear to be kept fairly busy looking after four big engines, watching all their indicators and gauges, and nursing them during a long voyage. Behind them are the petrol-tanks, a number of fairly small tanks being used instead of one big one. And behind them again is the main gun-turret



Specially Drawn for "The Illustrated London News." Copyrighted in the United States and Canada.

both French and British papers have called these giants the "Lizenz" type "Riesenflugzeugen."
The word "lizenz" means nothing more nor less than "license," and merely implies that something or other about the machine has been patented, and that the aeroplane is therefore made under license to the patentee. As M. Lagorgette scornfully remarks, to call it "the Lizenz aeroplane" is as if one should say that an aeroplane had been built by 'Mr. Patent," or as if one wrote of railway carriages constructed by the well-known firm of "Smoking."

Pursuing his studies of the machine. M. Lagorgette was struck by the vast amount of aluminium alloy, of the kind commonly known as "duralumin," which is used in certain parts of the construction. This particular alloy, and several of the methods and shapes in which it is used in the aeroplane, suggested that if these parts did not actually come out of the Zeppelin factory, they were at any rate of Zeppelin design or produced under Zeppelin influence. These ideas were further confirmed by the system employed in bracing the wings and body with wire cables looped round the wingspars and the longitudinal members of the body in a peculiar way which has hitherto only been employed on Zeppelin airships. It is a thoroughly bad method of bracing aeroplanes, but it has certain technical advantages for airship bracing. there could be no better way for the Zeppelin firm to announce thus formally that, considered as a war machine, the big balloon's day is done. At any rate, under the circumstances which surround the operations of German airships, he is rightthough, as one has already pointed out in these articles, British and French airships work under better conditions, thanks to the Allies holding the command of the sea. It is certain, moreover, that the Germans are reducing their output of airships, even for their navy, so it is natural that some of the Zeppelin workshops should be turned on to making aeroplanes or aeroplane parts. And, that being so, they would naturally make "Kolossal" aeroplanes.

Now as to the characteristics of the Zeppelin aeroplane. There is, as M. Lagorgette says, nothing novel about it. It has four engines, as already made known. These engines are Maybachs of the type used in Zeppelin airships, but improved so that they give 300-h.p. each, instead of 240-h.p. as formerly. They are arranged in pairs fandem-wise, so that on each side there is one engine driving a tractor air-screw in front of the wings and one driving a propeller air-screw behind the wings. Even this is not an original idea, for it has been tried long enough ago on both French and British aeroplanes.

The captured machine had fixed mountings for two guns, which could fire vertically down over the sides. It was also possible to mount one or two other guns on the rail round the turret; and yet another could be used through the floor of a little cabin behind the turret. Anything between two and four gunners could operate in this turret. A passage-way connects all the passenger compartments.

The bomb-racks only seem to provide for two huge bombs, each of 1000 kilogrammes, or practically a ton weight each. Very nasty things if they get anywhere near their mark, but very difficult to place near it. The machine appears to have-by calculation-a speed of only seventy or seventy-five miles an hour, which is dreadfully slow in these days; and it seems that it must be very clumsy to fly. In fact, the whole front part, including the pilots' and observer's compartments, is made detachable, as if it was customary to smash it and renew it frequently.

Altogether, the thing strikes one, as it seems to have struck M. Lagorgette, as very much of a "bogey." It will have to be very much improved if it is to be used as a weapon of war. And by the time it is so improved the Allies will have something very much better, not only as counterbombers, but as destrovers.

G. GREY. s a huge biplace, many p of the wing, or a nice n this is not so very not he Allies' machine, h metres, or about 72 he ing very astorish h e ground is about 11 &

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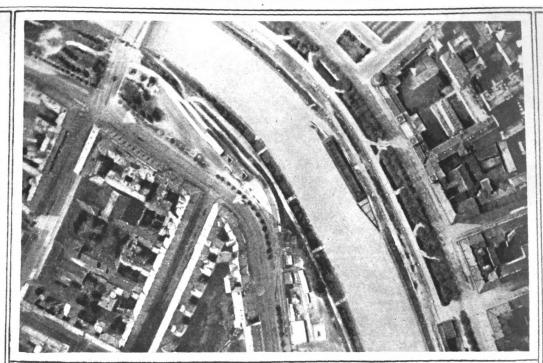
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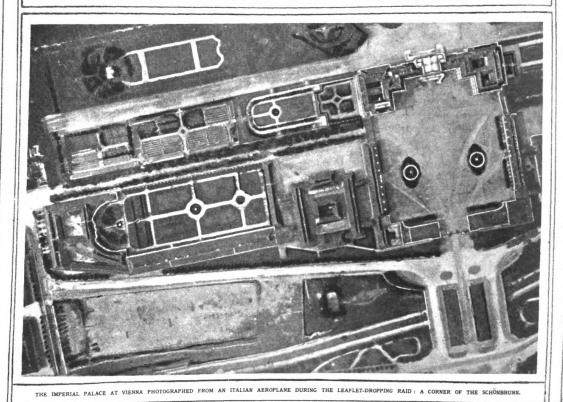
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### VIENNA DURING THE RAID: PHOTOGRAPHS BY D'ANNUNZIO'S SQUADRO!

PHOTOGRAPHS SUPPLIED BY THE PHOTOGRAPHIC SECTION OF THE ITALIAN AIR SERVICE.



TAKEN FROM ONE OF THE EIGHT ITALIAN AEROPLANES COMMANDED BY MAJOR GABRIELE D'ANNUNZIO: THE DANUBE CANAL AND THE MARIA TERESA BRIDGE, VIENNA.



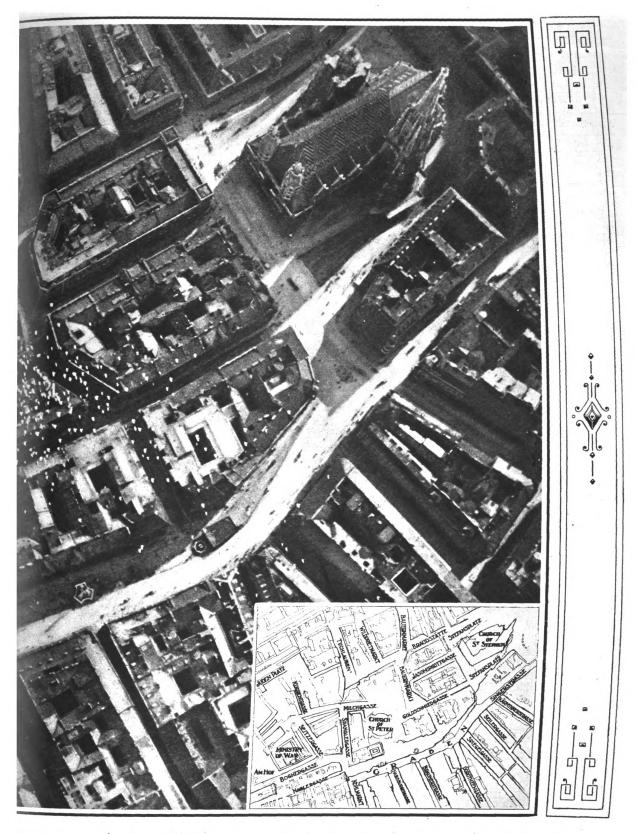
On a double-page in this number, we give a photograph showing leaflets actually falling on Vienna from Major d'Annunzio's machines during his famous raid. Last week we gave copies of the leaflets that were dropped. The above two photographs were also taken during this audacious flight. An official Italian communiqué of August 9, describing it, said: "To-day a patrol of 8 aeroplanes (a biplane and 7 monoplanes) commanded by Major d'Annunzio, made a brilliant raid on Vienna. The squadron covered a distance of

about 620 miles, 500 miles over enemy territory. Our machines left at 5.50 a.m., and, in spite of no small atmospheric difficulties, reached Vienna at 9.20. They flew over the city at an altitude of less than 800 metres (2600 ft.), dropping several thousands of leaflets. The crowds in the streets could be clearly seen." One of the leaflets pointed out that the aviators might equally well have dropped bombs. Major d'Annunzio has since common out a successful bomb-dropping raid on the arsenal at Pola.



"DRIFTING DOWN IN WHITE SHOWERS": LEAFLETS (INSTEAD OF BOMBS) FROM

This photograph was taken from one of Major Gabriele d'Annunzio's aeroplanes during the famous leaflet-dropping raid on Vienna. Describing the flight afterwards the said: "Leaving our manifestoes drifting down in white showers behind us, we turned for Italy." In the photograph the leaflets can be seen descending on to the Photograph Supplied By the Photograph of the Photograph Coupling the flight afterwards the said: "Leaving our manifestoes drifting down in white showers behind us, we turned for Italy." In the photograph the leaflets can be seen descending on to the photograph that is a seen descending on the photograph that is a second control of the photograp



UNZIO'S AEROPLANE SQUADRON DROPPING ON VIENNA-AN AIR PHOTOGRAPH.

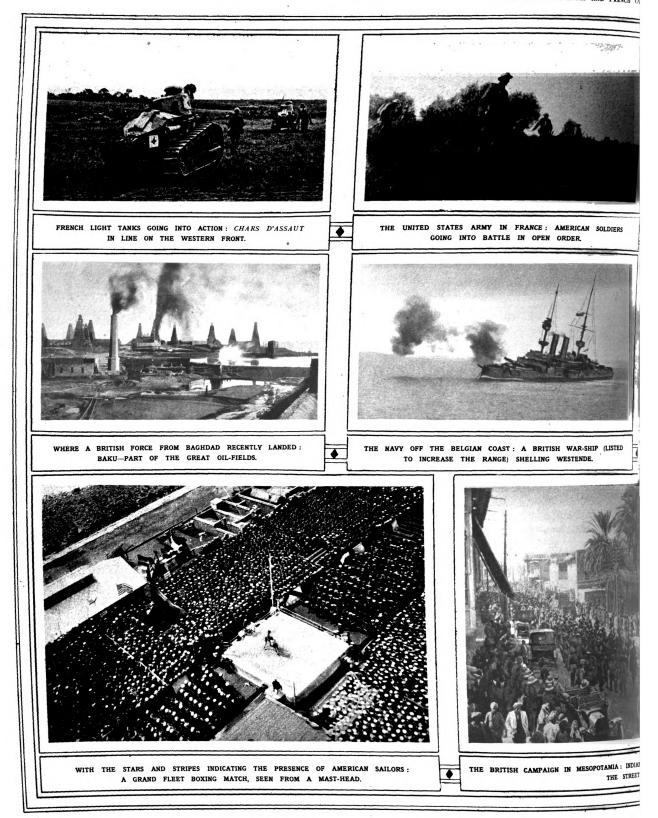
al quarter of the city, including the Ministry of War, the Graben, and the churches of 5t. Stephen and St. Peter.

Other streets can be identified by means of the plan.

Photographs of copies of the leaflets were given in our last issue, with photographs of d'Annunzio's landing.

### BY LAND AND SEA: INCIDENTS OF THE WORLD W

PHOTOGRAPHS-BRITISH AND FRENCH O



These photographs, taken at such widely distant places, recall the world-wide character of the war. One of its most interesting new developments was the recently announced British landing at Baku, on the Caspian. A British force made an adventurous march from Baghdad across Persia, to Enzeli on the southern shore of the Caspian, and went thence to Baku by sea. That town, it was stated, is being held against the Turks, who are 10,000 strong, by a force of about 8000, including Armenians (some of them Bolsherical and the British contingent. The Paris "Liberté," commenting on the event, said: "Baku and its petroleum wells was one of the objectives of the Germans, who had counted

# FRANCE, BELGIUM, PALESTINE, BAKU, AND BAGHDAD.

RATIONS BUREAU, AND C.N





ICAN TROOPS PREPARING A POSITION IN A FRENCH CORNFIELD:





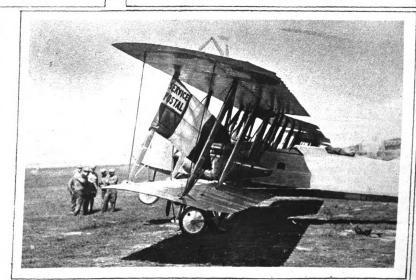
IRE AT SEA: A MARINE DETACHMENT ON BOARD A MONITOR SINKING A MINE OFF THE BELGIAN COAST.



ON A RAILWAY CONSTRUCTED BY AMERICANS ON THE MARNE FRONT:
MAN-HAULING A CAMOUFLAGED GUN.



TING TURKISH PRISONERS THROUGH



THE FIRST FRENCH AERIAL POSTAL SERVICE, FROM LE BOURGET TO ST. NAZAIRE:

AN AEROPLANE, WITH A FLAG INSCRIBED "SERVICE POSTAL," READY TO START.

ating these tremendous riches. Our Allies have arrived ahead of them, and will keep guard over the region until its return either to a regenerated Russia or to lent Caucasian State." Another interesting event was the inauguration the other day of a postal service by air—the first in France—between Le Bourget aerodrome, and St. Nazaire, a distance of 250 miles. A regular daily service is to be established; and before long, one may be started from Paris to Nice, and possibly aviators are pilots incapacitated for further war service.



# SCIENCE JOTTINGS

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A NEW FOOD-STUFF.

THE Cockney who thinks that cattle and sheep can be satisfactorily fed by turning them out to grass may be surprised to hear that the shortage of fodder is one of the most serious problems of this very serious time. Save for a very short part of our fleeting summer, a cow will not give a profitable yield of milk without something better than the food she can pick up for herself; while, as for beef and mutton, it is impossible to fatten either

oxen or sheep to the standard formerly enjoyed by us without a considerable quantity of "cake." Yet cake is made exclusively of linseed, cotton-seed, sesame, colza, or cocoanone of which (with the scanty ex-ception of linseed) is grown at present within these islands, and they are very bulky to convey by water and rail. Hence the pressure on our shipping is already severe, and may be expected to become much more so when the peace now not so far off has lately seemed is a fact, and all the European nations are tumbling over each other to get food to restor their much depleted flocks and herds to their former level. It follows that whoever can discover a new food for cattle which can be grown here at no very great expense will be a benefactor to his species, and will do much to bring down the price of meat, which has risen, is rising, and otherwise will rise further.

The French, as usual, The French, as usual, are our leaders in this, as in most of the arts of war and peace alike. The Arachide, or pistache de terre—known, I think, in Africa as the ground-nut—has long been used in France, nearly halfa a million tons being brought into Marseilles

a-million tons being brought into Marseilles every year, chiefly from France's African colony At the U.S. Marine Aviation Field a miniature aeroplanes, Just of Senegal, although a miniature aeroplanes, Just on imported from Indo-China, and a little from Java. It is from Indo-China, and a little from Indo-China, an

Heim, Dechambre, and Lepoutre in the Bulletin de l'Office Colonial for last year, 13 per cent. of water, 6 to 8 per cent. of fatty matter, and 4 to 6 per cent. of mineral substances, including therein I per cent, of phosphoric acid. The remainder is made up chiefly of digestible albuminoids, of which it gives nearly 50 per cent., as against the 40 of cotton-cake, the 35 of sesame, the 30 of linseed, the 25 of colza, and the 16 of "copra," or dried

the authority before quoted, to keep a milch-cow in first-rate condition; while it can also be fed to horses, who will eat it greedily when merely broken up into small pieces without any soaking, one kilo being taken as the equivalent of 1350 grammes of oats. The result of its stable use on any large scale would therefore be to set free a corresponding quantity

of oats, which could be used for meal for human

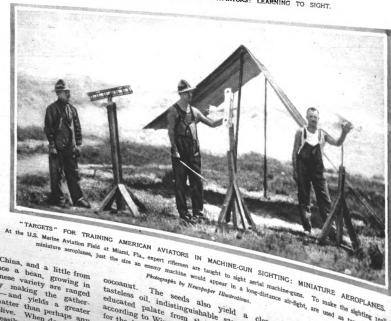
pounds-of cake per day are said, on

consumption - a consideration which may be of great importance in time coming. Its use as a source of salad-oil has been before mentioned.

There remains to be

said that there is no reason yet perceptible why this "Arachis" should not be acclimatised here, like the potato and many other tropical vegetables, including the wheatplant itself. It demands for its culture a light and sandy soil, and has been found to do excellently on the Landes of Bordeaux, of which we have many parallels in these islands. Its cultivation does not demand any particular care; while it is free from the offensive smell which makes a field of drying flax so unpleasant a neighbour. Whether it exhausts the soil to the extent that flax was formerly supposed to do has yet to be ascertained; but, as its great feature from the agricultural point of view is that it can be grown on wastes and commons that would otherwise be unproductive, this is not of much consequence. It seems, therefore, that it is in every way suited to these latitudes, and the many new officials of the Board of Agriculture might do worse than look into the by Products nothing an experiment of its may well be that these will turn; but





tt Miami, Fla, expert riflemen are taught to sight aerial machine guns.

1. the size an enemy machine would appear in a long-distance air fight, are used as targets. Photographs by Newspaper Illustrations.

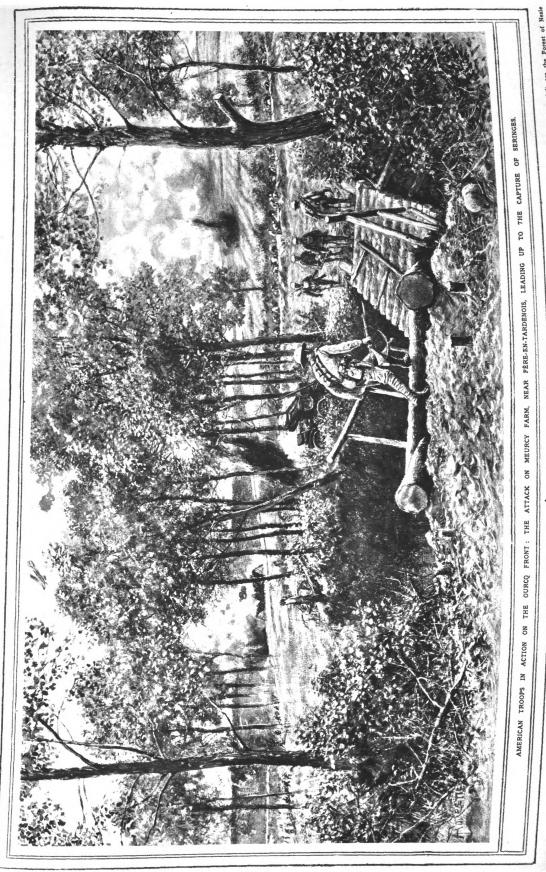
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Photographs by Newspaper Illustrations.

The seeds also yield a clear and educated palate from the save by a highly of the dressing of salads at of the oil used of his time had no other source. To make the sighting tealistic, The fattening properties of this bean are

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DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



"Shority after the fifth recepture of Sergy," writes a Reuter correspondent, "American troops to the left of it, who had forced Sergy and succeeded, after a hand-to-hand fight, in which the bayonet and butt almost about a mile up the valley. This was a preliminary to the attack on Seringes, since from the farm it is possible to outstank the Seringes defences and to approach them up a less steep curve of the hill, which is some foot it light." In

the drawing the farm is seen in the left centre. Beyond it are German security to the farm is seen in the left centre. Beyond it are German security to the discount of the control of the

## VI.—HENRY FORD, QUANTITY MANUFACTURER OF WAR.

\* By Edward Marshall.

NOT long ago thousands spoke of him with sneers as "Henry Ford the Pacifist." It is rumoured, but not sure, that he is to be one of Michigan's United States Senators, by the especial request of President Wilson. Had anyone suggested this when the Great War was in its second year, the United States and the Allies would have been depressed by the sad thought that just one more foe of intervention was to have a powerful place in the United States. Now everyone understands that Henry Ford in the United States



"GERMANY'S GREATEST INDIVIDUAL ENEMY": MR. HENRY FORD, THE FIGHTING PACIFIST.

Senate would mean more war, cheaper war, quicker war, and more efficient war. When his country became belligerent Henry Ford (as they say in the United States) went to war with a capi-tal "W." It is an extraordinary fact that this man, who not so very long ago paid for and accompanied what was dubbed" The Peace Ark "is today the unofficial

civilian who is more important to the conduct of the war than any other in the world. One cannot compare his war services with those of a great General or a great Admiral or a great law-maker, because the services of such men usually are intangible: they may be great, they may be valueless—they never can be estimated exactly. Henry Ford's can be. They are visible on the sea in the presence of the "Eagle" boats, which have begun to leave Detroit in a steady, never-ceasing little naval parade, which will keep in line from mid-America to the European war zone as long as may be necessary. They are visible in "baby" tanks—about which too much must not be said at present, but which soon will begin to infest the battlefields. You have seen ants over-run a yard or two of garden soil. Give Ford orders so to do, and he can send these little tanks like ants.

Some months ago I asked him to define his attitude towards the war, and he cabled to me promptly: "I am a pacifist so earnest for peace that I am fighting for it to the limit of my mental and physical and financial capacity. . . . We stand with our heroic Allies." And then came the words, which the cable indicated were to be printed in italics, and which formed the heart of his personal message to the people of the Allies: "Hold the fort, for we are coming!"

I have said that he is more important to the war than any other unofficial civilian. Why? Because he is the patron saint of quantity construction, as Germany has proved herself to be the patron fiend of quantity destruction. I chance to be very familiar with this man's beginnings. That which has made him a power has been a thought which came to him when he was still a Tersely expressed, it was: "If I make one needed thing in the best way, on the largest scale, selling for the lowest price, I shall have the largest business." He knew that there are many articles of which humanity needs many of the same sort and size. He knew that a man or a machine could repeat the same process over and over again with a speed and an efficiency greater than any they could achieve if continually called upon for variations of their task. "Variety may be the spice of life," he once said to me, "but it is the death of industry!" Hence the quantity production of standardised Ford cars which has become one of the world's wonders.

Well, now he has applied this highly developed genius to the quantity production, at low cost, of instruments of war. So Henry Ford, the "pacifist," has become a quantity manufacturer of war. He is Germany's greatest individual enemy. Why?

'First of all, his cars are of immense importance in the conduct of nearly all hostilities except the German. Every Ford car that the British, French, Italian, Belgian, or American Governments can get they are employing for war purposes. They can get more than they can of those of any other maker.

Further, war has led him to abandon for the time the "one product" tenet of his economic Ten Commandments. Next in importance to his manufacture of cars probably comes his manutacture of aeroplane motors. The Ford factory (without decreasing its output of cars) is making all the cylinders for America's national production of these motors. That it can all be done by one factory indicates a small aerial effort for America, you say? Does it? The Ford Factory makes eighteen hundred of these cylinders a day. If anything, this figure is an under-estimate. You and I don't know how many cylinders are used in each machine. But eighteen hundred cylinders per day means one hundred and eight thousand cylinders per week. And, in addition to this immense manufacture of cylinders, the Ford factory (the factory of this man who so yearns for world-peace that he is willing to fight for it) is making all the other parts of many Liberty motors every day.

Great as the American Army soon will be, long ere it has reached its final strength Ford will have made a surplus of steel helmets. Then he will turn to something else that portion of his energy which now he gives to them. He cut the cost of aeroplane cylinders from about  ${\it £1}$  19s. to about  ${\it £1}$  13s., improving quality meanwhile.

His great effort is the manufacture of the Eagle" boats, of which I have already said some-" Eagle ' thing in this paper. Compared to anything else the world has ever known in shipbuilding, it must seem incredible. These 200-foot U-boat destroyers slip down the ways at present with extraordinary frequency, and within a few short weeks will automatically launch themselves one every day, and one every day will begin to thread their way through the Great Lakes and the St. Lawrence River to the Atlantic Ocean, and so into the war zone, or by a far quicker route through the great new ship canal which now supplants the eld, paratively small Eric Canal, going direct to New York City for the beginning of their ocean voyage. They will be armed, munitioned, manned before they reach the seaport-in perfect order to fight submarines, or to descend in swarms on German small craft, if German small craft ever again really threaten the Allies.

In the meantime, Mr. Ford is manufacturing something else—of non-material, but not immaterial, nature in America. The fact that he was known as pacifistic is of great importance when considered in connection with the fact that he is now the greatest individual manufacturer of materials of war ever known in all the world. He has become so celebrated as the best friend the workman ever



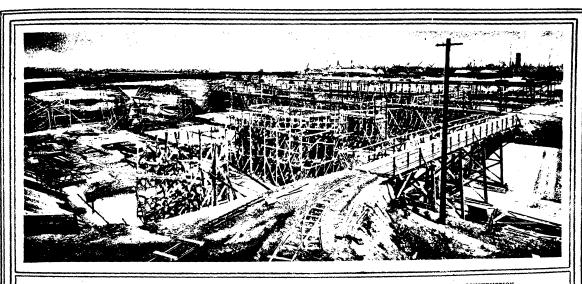
THE KING AND THE UNITED STATES TROOPS ON THE WESTERN FRONT: HIS MAJESTY DECORATING AMERICAN SOLDIERS FOR GALLANTRY DURING THE OFFENSIVE.—[Official Photograph.]

I have mentioned the "one thing, best quality, lowest price, largest quantity" business gospel of Mr. Ford. But now, when world emergency arises, he is violating this dearest of his texts. He is making many things. In order to help out a firm which found itself unable to meet its contracts for the manufacture of steel helmets, he took its contract over. It had hoped to manufacture at about fifteenpence, but it had failed. Ford duplicates its article at fourpence-halfpenny. Of these helmets he makes fifty thousand daily,

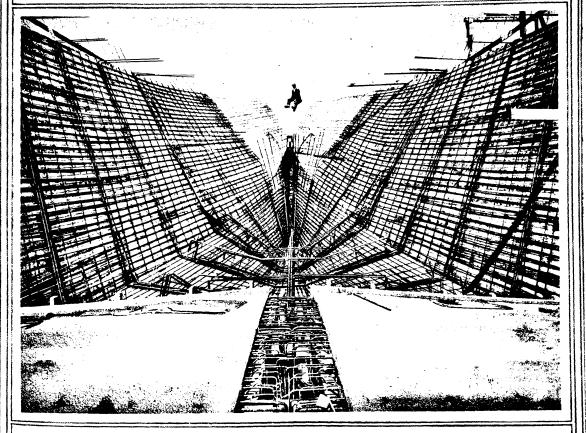
had in the United States that a strike in a Ford factory is inconceivable; he pays the highest wages that the world has ever known; he works his men short hours; his factory makes new men of old almost as rapidly as it makes motor-cars, steel helmets, little tanks, aeroplane engines, "Eagle" boats. All this means influence. His whole influence is now directed toward the winning of the war. And thus he has become also 3 "quantity manufacturer" of that most valuable of all munitions—moral.

## FERRO-CONCRETE SHIP-BUILDING ON THE THAMES: A NEW ENTERPRISE

PHOTOGRAPHS BY COURTESY OF MESSES, CHRISTIANI AND NIBLISEN.



ON A SITE WHICH WAS WASTE LAND SIX MONTHS BEFORE: FIVE BIG CONCRETE BARGES UNDER CONSTRUCTION
AT A THAMES YARD.



OF LARGE DIMENSIONS: THE STERN OF ONE OF THE FIVE CONCRETE VESSELS BUILDING ON THE THAMES, SHOWING THE MOULD IN WHICH IT IS CAST.

The importance of concrete shipbuilding is very great, owing to the need of more tonnage, the drain on timber and metal for other purposes, and the shortage of skilled labour, which is little required for concrete work. Explaining the cheapness, rapidity, and other advantages of using reinforced concrete for ship-construction, Mr. R. N. Stroyer, M.I.C.E., writes: "Any waterside locality where gravel and cement are close at hand is suitable.... The Thames, with its cement factories alongside and its own gravel beds, would appear to be an ideal river for this purpose.... The vessels building in this particular yard

are oning constituted under the writer's patentied system, according to which the sides of the vessel are cast lying down and subsequently raised up in position when hardened. . . . The whole laying-out of the yard, which in this case takes the shape of a Dry Dock, will have taken six months only from the date when the site was a piece of waste land. The first five vessels have been building while the yard work is being executed, and they will be ready for launching at the same moment the yard is completed. Subsequent vessels will be turned out at the rate of one a fortnight."

## NEW NOVELS.

"The Man Who
Lost Himself."

Mr. H. de Vere Stacpoole, leaving tropical skies and blue waters, has Lost Himself." written a thoroughly enjoyable extravaganza of adventure in England. The beauty of it is that though you may chuckle over it as a humorous

HOW IT IS DONE: TANK AND INFANTRY MANCEUVRES ON THE WESTERN FRONT.

This photograph was taken during the King's recent visit. His Majesty is seen on the left, with arm raised. [Official Photograph.]

absurdity, which it is, you will find it hard to say where impossibility comes in-granted, of course, that there may be two men as alike as a pair of peas, and Mr. Stacpoole guards himself there by citing the Tichborne case. If Arthur Orton, fat, illiterate, vulgar, could deceive the mother of Sir Roger Tichborne into believing him to be her son, what might not happen to those Dromios the Earl of Rochester and Victor Longs of Philadelphia? From of Rochester and Victor Jones of Philadelphia? Even their voices are alike, though not, we may suppose, their tricks of speech. Built on this promising foundation, and told with snap and vigour, "The Man Who Lost Himself" (Hutchinson) stands out among the light novels of the year. It is all good, sparkling stuff, with the blessed ease of the craftsman in the manner of its telling. It introduces, among other things, a situation that has probably be discussed by a good many people with uneasy feelings—the position of a sane man who is certified to be a lunatic

under a natural misapprehension on the part of the alienists who consign him to the house of bondage. If you or I vere immured in similar circumstances, how should we be able to re-establish the fact of our sanity? Should we do as Victor Jones did? We recommend everybody to read
"The Man Who Lost Himself" and see if they can suggest

> part, we can certify it to be one of the most ingenious, as well as one of the most entertaining, romances it has been our fortune to come across lately.

" Wolf Breed." Lovely women, lone forests of the North West, primitive men, and the lure of gold, are the ingredients of "Wolf Breed" (Melrose). The mixture can be served hot in a thousand ways, and Mr. Jackson Gregory understands how to give an individual spice to the dish. His men fight, with snapping revolvers and

cracking muscles; his deeply and tenderly, as women should. They intrigue in the light of the blazing logs while the Northern winter rears its icy ramparts about them, and when the spring comes they ride out into the wilderness, on the track of

long-lost golden fortune. Hypercritical readers may cavil at the melodrama in "Wolf Breed"; but even they will admit that melodrama goes very well in a land so remote from cities and the humdrum routine of townsmen. We may never push through the forest ourselves, under the snow-capped peaks of giant ranges; but we can forget the present hour and its burdens very pleasantly by following Mr. Gregory imagination along the trail of high adventure. His characters are of half-adozen nationalities-Canadian. French.

Mexican, half-breed, Southerner; and they are neatly labelled each with the tag of his race. The most picturesque of the bunch is Ramon Garcia, who sweeps his hat low with the courtly grace of old Spain, and sings, riding away from his lost love into the canon—" Dios! It is sweet to be young . . . and to love!

"The Sorcerer." Psychical intercourse, the wordless communication of mind to mind, has caught the attention of Mr. Gregory Saben, and inspired "The Sorcerer" (Richmond). He has taken the instance of a strong personality which can, and does, impress its will—in this case, malignly—upon the spirits of others. The obvious plot shapes itself when Dene, the "sorcerer," compels the dematerialised form of Enter compels the dematerialised form of Evelyn March, the girl whom he desires, to attend him at he command.

"He stretched out eager arms to clasp the fragile form; but then his power failed him. Evelyn's spirit he could summon, but her corporal form . . . that he could not command." The extract is explanatory of Mr Saben's invention, and indicative of his literary style, which is, it may be said, distinctly high-flown rather than flexible There is too much of Castledene's lofty hall, of pallid brows, and frightful screams to suit the present day; and



THE BRITISH ATTACK ON THE SOMME: THE FIRST OF FOUR GERMAN COMING OUT OF A CELLAR TO SURRENDER AFTER THE FIRST BRITISH WAVES OF ATTACK HAD PASSED - Official Photo

in spite of the pseudo-scientific jargon of Mr. Saben's sorcerer and his circle, the novel belongs rather to the age of Mrs. Radcliffe than to the twentieth century.



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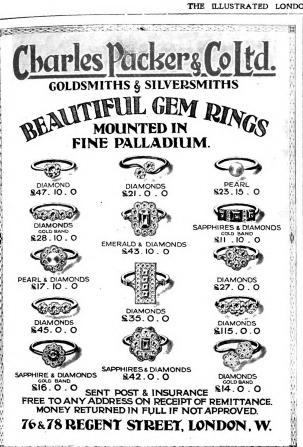
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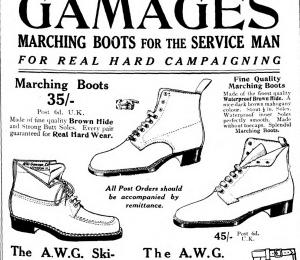


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# Lotus

ANY a civilian who always used to wear Lotus, preferring their superior quality, is now wearing Delta. The latter boots also are made by Lotus Ltd but they are in better supply than Lotus and cost a few shillings a pair less.

Yet the man who wants Lotus, and is willing to wait a week or two, can still get a pair at any of the shops appointed to sell these boots.

Maybe the uppers will be black glacé kid leather, for calf is very, very scarce, but in all other respects the boots will be as good and as comfortable as pre-war Lotus and most reasonable in price, as boots go nowadays.



#### CHESS.

#### CHESS IN AMERICA.

Game played in the Championship Toutnas ent of the Brooklyn Chess Club, between Mesrs, Heat and Schweitzer.

(English Openint.)

WHITE (Mr. H.) BLACK (Mr. S.) WHITE (Mr. H.)

1. P to Q B 4th P to Q B 4th
An unusual defence, but capable

15. P to B 5th of transposing the opening into that of the Queea's Gambit Declined,

2. Kt to Q B 3rd Kt to Q B 3rd 3. P to K 3rd P to K 3rd 4. P to Q 4th Kt to B 3rd

P to Q 4th would now have that effect, and is a better move than that of the text.

5. P to Q 5th Kt to K 4th
6. P to B 4th
7. Rt to B 3rd
8. B to K 2nd
9. Castles

Kt to K 2rd
P to Q 3rd

The advantage of position is dis-tinctly with White the freedom of his pieces being in striking contrast to Black's cramped game.

9. P takes P
10. P takes P
11. P to K 4th Q to B 2nd
12. P to K 5th Kt to Q 2nd
13. P to K 6th P take P

WHITE (Mr. H.) BLACK (Mr. S.) Kt to B 3rd

15. P to B 5th
White's Paway, have he jvily "core!
with a crushing attack. The gan e is virtually over.

15. Kt to K x2nd
16. Kt to K Kt 5 P to Q 4
17. Kt to B yth R to K Kt sq
18. B to K B 4th Q to B 3rd

18. B to K B 4th Q to B 3rd

There is not much choice for the
Queea; but Q to Kt 3rd is probably
better. It will be seen how the move
made thwarts Block's ingenious
calort to equali e.

1r. B to Kt 3rd Kt take: P

21. Kt to K 5th

Black subsettly concluded this

Black evilently overlooked this reply. The finish is smartly handled by White.

21. Q to Kt 3rd 22. Q to R 4th (ch)Kt to Q 2nd 23. Kt take: P Q take: P 24. Kt to B 7 (ch) K to Q sq 25. Kt tks B (ch) Re igns.

PROBLEM No. 3793.- IY H. J. M. BLACK



WHITE.

White to play, and mate in three moves

H Macado (France).- Your solution of No. 3790 is quite correct.

C H C Lucas (Me-opotan ia).—Your letter dated June 3 has only just reached us. The enclosed problem shall have every attention.

A H H (Bath). There is no valid reason why a solution should not be all the iss, for surely these are an element in the game as much as anything We tried it as an experiment, and it came off succe-sfully.

PROBLEMS RECEIVED WITH THANKS fr m FW Andrew, W Wilter, A W I uyge alyk, and A M Starke.

CORRECT SOLVITONS OF PROBLEM No. 3591 recivel from Captain Chillice (Grett Yarmouth), J Richardson (Newhaven), A W Han ilton-Gell (Exciet). and J Carter (Penge).

and J Carter (Pengel.

CORRICT SOLUTIONS OF PROBLEM NO. 3792 received from M. E. Onslow
(Bournemouth), C. C. Haviland (Friz ley Gree.), J. C. Stackhouse (Torquay),
J. Fowler, H. Grasett B. Elwin (Farnbur), J. S. Forlee, A. H. H. (Bub), A.
Newman, J. Messant, G. Sülling gleet, J. Briven (Gol han), A. W. Ham ilton
Gell, H. S. Brandre b., J. W. Starkey, and J. Richardson.

SOLUTION OF PROBLEM No. 3791,- By H. F. L. MEYER. WHITE

BLACK

K to B 4th

K to Q 5th

1. Q to Kt 3rd (ch)
2. B to Q 6th (ch)
3. R to R 4th (m 1te)

If Black play, i. K to Q 5th ; 2, R to R 4th (ch) ; if i. K to K 5th, 2, R to K 6th (ch), etc.

### "FIVE TALES."

M. JOHN GALSWORTHY, who records with so much feeling the pangs of our human isolation, has been at work again in "Five Tales" (Heinemann). The writing is Mr. Galsworthy at his best, exquisitely melancholy, filled with the sense of tears in mortal things, an artist to his finger-tips. It is a book that could confidently be put into the hands of a Frenchman justifiably proud of the achievements of the fine craftsmen, of the novel and the short story, in his own tongue. There is nothing here that does not show own tongue. There is nothing here that does not show our possession of an author who is their rival in delicate expression and a certain sad-eyed reflection upon the futilities of the little desires of little men. The first story deals with a double tragedy, and a prosperous citizen's dilemma. Keith Darrant, rising barrister, pattern of the virtues, had the choice thrust upon him of safeguarding his own valuable and important future, or saving a wastrel from the gallows by revealing him to be innocentthe real murderer being Keith's brother, with the barrister himself as an accessory after the act. Then comes a tale of an old fellow, a bankrupt, a bit of a rogue, who goes down fighting, preparing his own funeral feast with relish, sucking up the last dregs of the full wine of life before he departs to the unknown. And following that we have the cruelty of young love, and the helpless sympathy of the top-dog for the under-dog, and lastly, "The Indian Summer of a Forsyth," which is, again, the passing of an

old man to whom life remained sweet until the instant in which it left him. They are studies of human beings in the grip of a power so vastly greater than they can per



WITH THE R.A.F. PHOTOGRAPHIC SECTION: POINTING OUT TO A PILOT THE AREA TO BE PHOTOGRAPHED. Official Photograph.

ceive—a control that is ironical, perhaps, smiling at their writhing insignificance, but generous in the pleasure it has granted in apple-blossom, in fine wines, in the beauty and passion of women.

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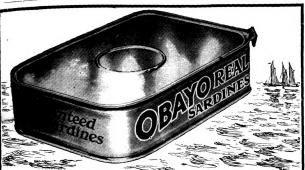
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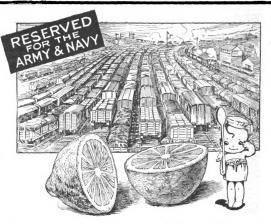
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Everyone will be glad to know that our fighting men can get their full share of this delicious lemonade, and in order to meet their demands, it will be impossible, for the present, to release supplies of Glass Lemon for the general public. Soldiers and Sailors should ask their Mess Sergeant for this excellent thirst quencher. Obtainable in all Army, Navy and Y.M.C.A. Canteens.



#### TELEGRAPHY, AERONAUTICS, AND WAR.

"HIS has been called a war of machinery. To a great estent it is so, though the final decision rests with the flat-footed infantryman standing pat on enemy terri-Yet, of all our machinery nearly all has been antedated in pre-automobile days. dated in pre-automobile days. Artillery is only an improvement on ballistae, and Tanks are merely self-driven war-chariots. In two branches only do we show a clear departure from our ancestors' ways; and in both the air is concerned. These two branches are wireless telegraphy

Wireless telegraphy is the natural descendant of cable telegraphy, and cable telegraphy itself is the development of the old semaphore, flag-wagging, and older systems, right back to aboriginal smoke-signals. In our new war "wireless" and aircraft combined carry on the direct connection with the older and oldest machinery of war. It is peculiarly fitting, therefore, that one who has been so closely concerned with the great developments

of telegraphy as Mr. Charles Bright, F.R.S.E., M.Inst.C.E. F.Ae.S., M.I.E.E., F.I.Rad.E., should have also concerned himself closely from its earliest days with the developments of aeronautics, and it is fortunate indeed that Bright should have found time in these strenuous days to assemble in one volume his view on the allied subjects of telegraphs, aviation, and warfare. This Mr. Bright has done under the title, "Telegraphy, Aeronautics, and War" (Constable and Co.).

Mr. Bright's father was knighted at the age of twenty-six for his brilliant work in laying the first Atlantic cable, so Mr. Bright's interest in telegraphy is clearly hereditary Also the originality and independence of mind which prompted the father to perform such an unprecedented piece of work shows up in the son's strongly expressed disagreement with things as they are, and his still stronger advocacy of things as they ought to be. Strictly technical as are the subjects of this book, Mr. Bright has not treated them technically, but for the benefit of the ordinarily intelligent and decently educated reader.

He deals with the strategic importance of Inter-Imperial Telegraphy, telegraphs in war time, the operations of the Telegraphy, telegraphs in war time, the operations of the Censorship, and finally suggests an Imperial Board of Control for our cable system. On aeronautical development he is very interesting, both when he refers to our past imbecilities—as when, in 1907, their Lordships of the past indecinted—as many in 1967, then Editships of the Admiratly stated in writing that they were of the opinion that aeroplanes "would not be of any practical use to the Naval Service"—and when he lays down the paths of future development.

One is glad to see that Mr. Bright has included his recommendations which were published as an appendix to the Final Report of the Air Inquiry Committee of 1916. Read in the light of what is being done to-day in the Air Force, they entitle Mr. Bright to be ranked also among the prophets. The keynote of the book is the exposure of our past mistakes, and the logical course to be pursued for the avoidance of future mistakes. One hopes that the book will be studied by all who de i e that such mistakes shall be avoided.

#### MILLIONS OF PEOPLE

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"The patient—an Officer—felt soothed after each application, and looked forward to the changing of the dressing instead of dreading the freshly irritating sensitions hitherto produced by each treatment.

"From that day the wound cleaned up rapidly, the temperature, which had been persistently high, came gradually down, the whole general condition of the patient improved, and he is now in a stage of Convalescence, which I am sure he owes to a constant and regular use of your most valuable disinfectant.

"You may use this letter as you like, for I am quite sure that the efficacy of 'Sanitas', at a time when the skill and art of drugs and their application are so important for the welfare and future of the British soldier, cannot be over-estimated."

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# THE INDUSTRIAL AWAKENING.

A New Conception of Captaincy.

From the commencement of the industry have had a somewhat limited vision of what constitutes permanent prosperity, and the wheels of commercial evolution turn so slowly that only a few business men realise that Britain's producing powers are in direct relation to the health, happiness, and active co-operation of the workers.

Enlightened employers now realise that hough efficient organisation labour can be led—not driven; guided—not coerced; encouraged—not disheartened; and wise leaders who are sufficiently strong to take their workers into their confidence on the matters which affect the whole business find a ready response. It has been proved there can be no drudgery.

Quite a remarkable instance of mutual co-operation and the phenomenal progress hat follows was recently exemplified in the midsummer mass meeting of the Watford Manufacturing Company, Limited, at which the announcement that Lord Leverhulme had taken a large financial and personal interest in the company was officially conveyed to the employes, numbering upwards of a thousand. Lord Leverhulme had been attracted, not by the prospect of financial gain alone, but by the personality of the Watford Manufacturing Co., Ltd., whose inspiration infused a soul into the cold and machine-like methods so often permeating large industrial concerns.

By government through committees and the introduction of a works council, the business was democratised, the whole staff sharing in its management. Education and recreation of mind and body, and all than the staff sharing in its management. Education and recreation of mind and body, and all than the staff sharing in its management. Education and recreation of mind and body, and all than the staff sharing in its management. Education and recreation of mind and body, and all than the staff sharing in its management. Education and recreation of mind and body, and all than the staff sharing in its management. Education and recreation of mind and body, and all than the staff sharing in its management. Education and rec





TABLE DAMASK has risen in price. Owing IABLE DAMASK has risen in price. Owing to manufacturing it in our own looms, we held large stocks of yarn cloth in various processes of work, so that now we are able to sell many of our specialties at prices below the present war level. It is, therefore, evonomy to buy from us.

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these all - important qualities in the individual depend upon the maintenance of subtle sources of vitality which must daily be replenished and rebuilt. Every output of energy, every persistent effort, exhausts part of the reserves stored in the body to meet the daily demands, and unless these reserves are quickly replenished the demands of the next day overtake the supply, and loss of efficiency results.

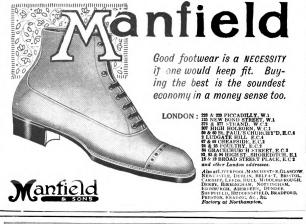
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The Tielocken.







### THE CHRONICLE OF THE CAR.

Petrol Concessions. In granting a concession to motorcycling munition-workers to use petrol for the purpose of getting to their holiday destinations, the Petrol Controller has let himself in for a good deal of criticism. The Automobile Association, as soon as fact of the concession was made known, approached him with a request for a similar relaxation of the Motor Spirit and Gas Restriction Order in favour of all motorists. Needless to say, the Controller regretted to say he could not see his way to make any more exceptions, and the A.A. retired as gracefully as possible. I am not briefed for the munition-worker more than for any other class of the motoring community, but I am really not disposed to find fault with the motive for conceding him the use of his machine for the special purpose of proceeding to a holiday destination. The concession was granted after full consideration of all the circumstances; and what appears to have weighed with the Controller is the fact that very many munition-workers are employed at long distances from home, and to allow them to motor to the latter is materially to relieve the railways, which are very heavily congested with holiday traffic at this time of the

Moreover, it is to be observed that the concession was absolutely limited to the use of motor-cycles, so that the amount of petrol likely to be consumed was very small, and quite worth while in view of the saving in railway transport. There was not, I am convinced, any ques tion of favouring one class at the expense of another; the decision to make an exception was arrived at on its merits alone.

At the same time, the A.A. was perfectly justified in raising the question with the Petrol Controller, because of the danger there must always be of an extension of such concessions to other classes of motorists. It is as well to have it on record that the opinion of our representative

bodies is that they should be general, or not be granted at all. In principle, they should not be so granted, and a very strong case should be made out for any exceptionas, indeed, was presented for the concession already made.



MISS ELSIE JANIS'S CONCERT TO THE WOUNDED A CROSSLEY CAR-FULL OF THE ENTERTAINMENT PARTY. Miss Elsie Janis has been entertaining wounded soldiers at London Colney Hospital, near St. Albans, the concert being arranged by the American Y.M.C.A. Our photograph shows the entertainers on their way.

to use a certain amount of petrol for business and recreato use a certain amount of perfor of business and recreative purposes. He has been told that it is impossible that the regulations can be relaxed in their favour: the difficult es connected with the importation of motor spirit are far too great to allow of such a concession. I must are far too great to allow of such a concession. I must say that if anything would make me critical of the Petrol Controller's action in allowing munition-makers to use petrol for holiday-making, it would be this. It is a fact that a great many people have far less claim to the use of their cars than those who have been disabled in fighting for their country. For example, I was told the other day by an acquaintance that he drove we force any the other day by an acquaintance that he drove up to town dai'y from his home in a distant suburb—from which there is a ten-minute service of trains. Enquiring how it was done, he told me he was on "war-work," and that his car had always to be at an hour's call to proceed on duty, which meant that he must always have it with him. He was never called, he said, more than twice a week-sometimes not at all-and then the than twice a week—sometimes not at an—and then the duty seldom occupied more than an hour or two. In return for this very scanty service he had the unlimited use of his car and practically as much petrol as he cared to pay for. That is only one of the ways in which the restrictions are evaded. And yet we have no petrol to spare

for our disabled men!

The Society Marking the Country of Origin. Of Motor Manufacturers has passed a resolution to the effect that it is desirable that all imported manufactured, or partially manufactured, goods should be clearly marked to denote their country of origin. No doubt we shall, after the war, be in a postion to make a great many components and accessories that we were compelled to import aforet me, and if the resolution should lead to a tightening up of the Merchan-dise Marks Act, it w.ll be it w.ll be rather a good thing for the British motor industry. What would have happened before

the war if everything had had to be marked in this way is another matter. I fancy that certain "British" cars would have been hard put to it to maintain their reputation as the native product.



IN THE RAJAHS' COUNTRY: A SHOOTING PARTY Our photograph shows a cheery shooting party in Udaipur, enjoying a day's sport with the ail of

Petrol for

Apropos this question of relaxation Petrol for
Disabled Soldiers.

Of the Restriction Order, I see that
Colonel Greig has raised the matter of allowing discharged officers and soldiers who are disabled

The only Rational Laxative.



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Late of the French Naval Medical College and of the Hospitals.

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### RHEUMATISM AND SEA AIR

Is it advisable for rheumatic subjects to go to the seaside? It will perhaps be argued that those who were born at the seaside, or who have lived there the greater part of their life, are specially favoured on account of having become accustomed to the atmosphere, while tourists who only come for a few days, and are therefore strange to it, cannot claim the same privileges. That may be the case, but it still remains to know whether sea air itself is apt to aggravate rheumatic pains. Is it advisable for rheumatic

Precautions



Paris Medical Faculty.

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SATURDAY, SEPTEMBER 7. 1918.

ONE SHILLING.

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THE CO-ORDINATOR OF VICTORY: MARSHAL FOCH, THE ALLIES' BRILLIANT COMMANDER-IN-CHIEF.

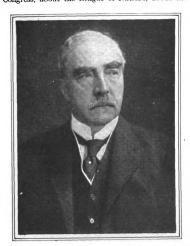
When President Poincaré presented Marshal Foch with his bâton (a ceremony we illustrate on another page), he pronounced an eloquent eulogy of his military achievements. In conclusion, he said: "Glory to you, Monsieur le Maréchal, and to all the Armies you command. . . . You do not believe, I feel sure, that we are from now onwards at the



#### By G. K. CHESTERTON.

THE American, once regarded as the most pacifist of the Allies, is revealing himself as the most militant or even militarist of the Allies. That is, perhaps, the chief fact of the present phase; and it is naturally alarming both the pacifists in England and the militarists in Germany. The Editor of the Nation (so called because it is international or anti-national, or anything but national) is shocked not merely into a revulsion, but a reversal of feeling. Having long looked to the impartiality of America to check the fury of France he is now actually and absurdly driven to appealing to the impartiality of France to check the fury of America. "France," he says, "alone of the European allies, is tactically in a position to moderate the American tendency towards a long war and extreme terms." Since Mr. Wilson declines to pour cold water on M. Clemenceau's patriotism, it follows (in some way I do not quite understand) that M. Clemenceau ought to pou. cold water on Mr. Wilson's patriotism. I will not speak of the soaring impudence of asking the French, of all people, to thwart the Americans merely to save the Germans. It is enough that men are not very likely to frustrate those who have lately given them help, out of pure love for those who have literally given them hell. For the latter phrase, though attributed to a pro-minent politician, weakens and understates the justice of our own cause. Prussia does give men hell; it is all she has to give, even to Prussians. But our guns are not giving hell, but rather the judgment of heaven.

But a speech like that of Senator Lodge is, as has been said, equally ominous to the war party of Germany and to its partner, the peace party of England. The Germans hear a new voice across the Atlantic, which says to them something substantially like this: "Now that your imperialistic war has failed, you are talking about the Peace Congress, about the League of Nations, about the



RECENTLY RESIGNED: SIR EDWARD HENRY, LATE COMMISSIONER OF POLICE OF THE METROPOLIS. Sir Edward Henry had been Commissioner of Police for fifteen years. In recognition of his services the King has conferred upon him a baronetry.—[Photocraph by Elliett and Fry]

international settlement, and the policy of give and take. Under your favour, we will believe your acts and not your words. There shall be exactly as large, as free, and as equal a Peace Congress as that which discussed, with such delicacy and deliberation, whether France was or was not beaten in 1871. You shall appeal to a League of Nations with the same radiant success as France appealed, when you pillaged her of her provinces and drained her of her gold. We will allow the same beneficent international intervention which you yourself so generously invited, from all the other nations of the earth. We will accept your principle of give and take; and we will



THE UNITED STATES AMBASSADOR, WHO HAS RETIRED ON ACCOUNT OF OVER-WORK. MR. WALTER HINES PAGE. TO the deep regret of everyone in this country, Mr. Page recently resigned his position as United States Ambassador to Great Fritain, which has held since 1913, as his doctors had ordered a period I complete rest, owing to overwork. He is well known in the library world as multiple to the property of th

give what you gave, and take as you took. It must surely flatter you that your moral practice should be taken as a model; and that we should so far strive to be like you. We will be like you in all except one little thing: that what you simply did, we have the right to do. You did it without provocation to your personal enemy. We do it with provocation to the enemy of mankind. Yes; we compliment you when we copy you; as the hangman compliments the murderer whom he has to kill." That is the tone, very unmistakable, of more than one message that has come across the Atlantic; it is sounded in Senator Lodge's speech, and in many other speeches and articles. That is the voice that comes out of America; and, assuredly, it is as fierce as the voice that comes out of France. It is something indubitably strange and terrible, something men do not understand in Germany; something men have not always understood in England; something that has its own dangers and terrors as well as its just desires But if anyone is curious to know what it is, it is

To begin with, of course, it means that the European mind is beginning to understand another side of the American character. Germans especially, and other Europeans too frequently, have formed an opinion of American psychology which was bound to be superficial because it was supercious. There really is an element in America of a strange sort of deracinated Puritanism; a crude and creedless f.naticism. It is something that made a friend of mine, a very able Englishman who lives in America, say to me on one occasion: "There is something about the American business man that always reminds me of the old-fashioned gentleman who fought duels." It is something from which the sensitive can smell danger, a

potential rapidity like the swiftness of a word and a blow. It suggests that the carrying of a revolver in the hip pocket has had something of the effect on the figure of the old sword-hilt at the hip.

The Germans have left out this little detail altogether in the detailed catalogue of all the characteristics of Americans which their professors have doubtless compiled. They were not wrong in supposing that a thin theoretic pacifism was one of the layers of the spiritual soil in America. But they ought to have suspected it, instead of trusting it, because it was the top layer. Anyhow, the rest of the stratification contains much more volcanic rock. Most of our Parliamentary Pacifists are about as like a volcano as Primrose Hill; indeed, Primrose Hill would be, for them, a very appropriate mountain of vision, whether they connect the word "Primrose" with the Liberal Lord Rosebery, or the Conservative Lord Beaconsfield. Men of this kind cannot have the remotest conception of what America is all about. If one of them went to America at this moment, he would feel like a Christopher Columbus; and think he was looking at red men performing a war-dance. Nor have they ever dreamed of how ancient are such dances, nor of what red clay man was made.

It seems a pity, when so much is talked about democracy, that so little is thought about democracy. As a fact, one of the virtues of this type of government is that very fierceness and fighting spirit which these critics take for a vice. If we like to put it in a paradox, the case for a democracy is that it consists entirely of aristocrats. When reactionaries praise an oligarchy for its dignity, its spirit, and its sense of honour, they fall into a simple fallacy. They forget that oligarchy does not mean the extension of these things; on the contrary, it means the restriction of them. It is like admiring the uprightness of a tribe, in which only two or three men are allowed to walk



THE NEW COMMISSIONER OF POLICE OF THE METRO-POLIS: LIEUT.-GENERAL SIR C. F. NEVIL MACREADV. Sir Nevil Macready has, since 1916, been Adjutant-General to the Forces He is a son of the famous actor, William Charles Macready. He are service in Egypt and South Africa.—[Photograph by Swavinc.]

upright. All the other men, walking on all fours, might be happy. but would hardly be dignified. America has its own faults; democracy has its own faults; but it means a state where every man is on his hind legs. And it is a posture which leaves the hands free to strike.

# "THE POOR TOWN IS A DREADFUL SIGHT": IN RECAPTURED ALBERT.

OFFICIAL PHOTOGRAPHS.



"ALMOST A SHAPELESS HUMMOCK OF RED BRICK": THE CATHEDRAL AT ALBERT.

Land the second of the second



"ONLY THE SHELL OF A BUILDING": ALBERT CATHEDRAL—ANOTHER VIEW.



" MERE RJBBISH-STREWN PATHS BETWEEN STUMPS AND WRLCKS OF BUILDINGS " :

A STREET IN ALBERT.



HALF-AN-HOUR AFTER THE GERMANS HAD QUITTED ALBERT: RAILWAY LINES

NEAR THE STATION.



"THE GREAT MASS OF THE NAVE STILL STANDS": THE INTERIOR OF ALBERT CATHEDRAL.



AMONG THE RUINS OF ALBERT: A STREET IN THE TOWN JUST AFTER THE GERMANS WERE DRIVEN OUT.



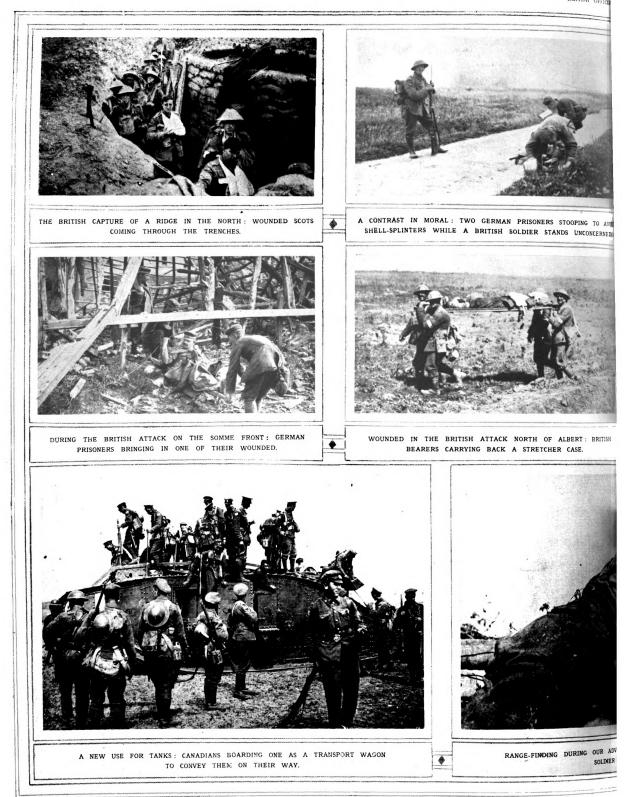
THE TRAGEDY OF A TOWN: A BRITISH SOLDIER'S VIEW OF ALPERT FROM INSIDE THE CATHEDRAL.

The recapture of Albert by British troops was announced by Sir Douglas Haig on August 22. Writing the next day, Mr. H. Perry Robinson said: "Yesterday evening our troops were through the town, in which and its environs over 700 prisoners were taken, scattered in separated posts. . . The poor town is a dreadful sight. The streets which used to be familiar are now mere rubbish-strewn paths between stumps and wrecks of buildings. . . .

The great church, or cathedral, from which the golden image of the Virgin and her Babe hung for so long, is only the shell of a building—almost a shapeless hummock of red brick. The great mass of the nave still stands, but I can describe it best by saying that so a toy cathedral, made of wax and painted red, would look if it had been half-melted in a fire. Yet, ruined as it is, it still stands high."

# "THE SPIRIT OF VICTORY AND THE HUMAN PRICE

BRITISH O-



Typical scenes on various parts of the British front during the recent battles are shown in these photographs, which illustrate for the most part the return of prisoners and wounded men of both sides to the British rear, though the Tank and its prototype, the armoured car still eused with great effect on the Western Front—are also represented. After every battle the casualties and the prisoners form a pathetic spectacle. Incidents very similar to those shown in our photographs are described by Mr. Philip Gibbs in an account of the later British victor which broke the "Switch" or "Wotan" line on September 2. The scene was a road leading to the Front. "A stream going one way was made up of an endless chain of batterist

# TORY": BATTLE SCENES DURING THE GREAT ADVANCE.

WAR RECORDS PHOTOGRAPHS.



<sup>175</sup> going forward to follow up the enemy and battalions marching up in support. . . . The other way, coming away from the battle-line, were walking wounded and prisoners came -bearers. On one side was the spirit of victory moving forward, and on the other side the human price of victory and the tragedy of defeat. Crowds of German prisoners came -k in small groups of twenties and fifties. . . . Many were wounded, their heads all bloody and their faces like masks of blood or with broken arms or bullet wounds in https://doi.org/10.1006/j.com/10.

### READING BY EAR FOR THE BLIND. (See Illustration on Page 276.)

THE utilisation of selenium for "converting light into electricity" is one of those things which have been carried further in Britain than anywhere else. The Optophone, exhibited at the British Scientific Products Exhibition, is a remarkable illustration of what can be done in that direction. It enables blind people to read any ordinary book or newspaper by ear, instead of relying on the use of raised type.

The Optophone is the invention of Dr. E. E. Fournier d'Albe, late Lecturer in Physics in the Universities of Birmingham and of the Panjab. The test carried out last year by representatives of London Blind Institutions showed that it was possible to read an ordinary newspaper without an error by ear. Since then the instrument has been greatly improved, and the result is the bookreading optophone now exhibited for the first time. A number of blind people have been taught to read with it; one of these being a British officer blinded in the great Somme battle of 1916.

The type-reading optophone is the last link in the evolution of the instrument, which began with the "exploring optophone," described in The Illustrated London News of July 0, 1912. That

instrument enabled a blind person to locate windows, lamps, the sun and moon, and the skyline over a building. It was, however, considered to be of little practical utility to the blind. "The blind problem," said a well-known blind solicitor, does not consist in locating windows, but in earning one's living." The inventor, therefore, set to work to devise something of undoubted usefulness, and the result is the type-reading optophone of to day.

The instrument consists essentially of an electric lamp, a perforated disc (Figs. 5, 2, and 3), spinning rapidly on its axis, a perforated selenium tablet "(Figs. 3 and 2), and a sensitive telephone-receiver. The disc breaks up the beam from the lamp into five tiny shafts of light (Fig. 3), each fashing rapidly; and each at a different rate, ranging from 200 to 400 flashes per second. These five tiny shafts of intermittent light travel side by side in close array until they fall upon the sheet of printed paper (Fig. 3). There they produce a line of luminous dots just the size of the letter "1." If, now, a selenium tablet, connected with a battery and telephone, is placed near this shining line [as in Fig. 3), the light from each flashing dot produces a current in the selenium which surges

to and fro at the same rate as the flashing of the dot, and each dot thus produces its own musical note in the telephone. By converting, so to speak, the light into electricity, selenium bridges the gulf which ordinarily separates seeing from hearing.

Now what happens when the line of dots passes across a printed letter? Some of the dots will fall on the white spaces. The notes corresponding to these will continue sounding in the telephone. Others will fall on the black body of the letter. These notes will be silent. And as the letter is passed, the chord changes, and the letter, so to speak, sings out its name (Fig. 6). A word sounds like a succession of harmonies and discords, mixed with squeaks and twitters. The characteristic sound of each letter must be learnt. It can be done in a fortnight; and another six weeks' practice suffices for learning to read with accuracy. Speed comes later. So far, the record is some ten words a minute; but this will probably be more than doubled soon. It is found that type-written letters, and even letters written by hand, in imitation of type, can be deciphered with the optophone. But, for the present, it suffices that the printed literature of the world is once more open to them that dwell in darkness.

#### THE WONDERS OF MODERN SURGERY.

M ODERN surgery dates from the introduction of anæsthetics. It is not easy nowadays to realise the horrors of hospital practice when every movement of the surgeon's knife severed the patient's soul as well as his body. Professor George Wilson, the second patient on whom the famous Syme performed his operation of am putation at the ankle-joint (first carried out in 1842), has left on record his emotions during the "During the operation," wrote Wilson, "I watched all the surgeons did with a fascinated curiosity. Of the agony it occasioned I will say nothing. Suffering so great as I underwent cannot be expressed in words, and thus, fortunately, cannot be recalled. The particular pangs are now forgetten; but the black whirlwind of emotion, the horror of great darkness, and the sense of desertion by God and man, bordering close on despair, which swept through my mind and overwhelmed my heart, I can never forget, however gladly I would do so." Time was torture then, and the long, deliberate operations of to-day were impracticable

If the hospital was a torture-chamber then, the battlefield was an inferno. The visitor to the scene of a great action (so we are told by one who went over the stricken field of Solferino) had an illusion of being on the sea-shore: the miserable cries of the wounded resembled the rhythmic clamour of waves; there was a salt tang in the air from the blood that had been poured out. The progress of the surgeons, always far too few, was marked by the breaking out here and there of dismal wailing. . . . War has been purged of half its horror by the invention of anæsthetics, and of more than half its destructiveness of life by the aseptic technique which prevents infection, and has put an end to the "hospital diseases" that so puzzled the pre-Listerian practitioners—some of them actually proposed the periodical destruction of hospital buildings as a heroic remedy.

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To-day the surgeon can carry out the most complicated example of "reconstructive surgery" with the deliberate carefulness of a chessplayer, and he can be sure that the wounds will heal healthily without matter forming to destroy his artistic handiwork. And the present war has so vastly increased his opportunities and experience that he can now accomplish leats of physical reconstruction that were utterly undreamed of in peace time. Nobody who knows the progress made by surgery on every scientific front in

#### By E. B. OSBORN.

the last four years is likely to challenge the saying of a famous military surgeon: "There is something to be said for a great war, after all. A century of peace-time practice could hardly have told us what we now know—and our new knowledge may in the end enable us to save more lives than the war has cost us!"

The transplanting of skin, flesh, and boneoften contributed by others-is the new method which most amazes the lay mind. In one military hospital there is a patient whose defects have been made good by bone borrowed from three comrades. The repair of shattered and dehumanised faces is another crowd-compelling wonder. But the making of new joints, the replacing and re-education of nerves, and, above all, the new idea of a useful stump, though less easily explained, are even more wonderful. The last-named advance, which is mainly due to the Italian surgeons, is nothing less than a revolution in amputation. It is no longer a question of preserving a mere stumpevery bit of muscle and sinew which can be kept is now utilised as motive-powers for the movable parts of wonderfully designed artificial limbs. As a wounded soldier told me the other day: "Why, I can feel and think down this new leg of mine!

### THE SOLDIERS' RETURN TO THE LAND.

LETTERS from soldiers at the front and conversations with soldiers home on leave testify to the determination of very many men to settle on the land after the war. They are needed there. Committees have been organised; plans have been considered to facilitate the task of settlement; slowly but surely the need of cooperation upon the largest possible scale has been recognised. We may take it for granted that the hard work associated with land reclamation will have no terrors for most of those who essay the rew life; it is for the authorities to see that their efforts are wisely directed.

To this end, it seems right that agricultural training camps should be established in every county that boasts an Institute of Agriculture, and that the counties lacking such an Institute should establish one—there is no reason why they should establish one—there is no reason why they should establish one—there is no reason why they should mimense number of wooden buildings will be released by peace, and these will be of great use and importance. Depôts of agricultural machinery will be required, so that ploughing, cultivating, drilling, reaping, binding, and the rest may be carried out in the shortest time and with the greatest saving of labour. Tested seeds, properly

bred stock, and good breeds of poultry must be within the reach of the new yeoman class at moderate prices; a spirited attempt must be made to revive the rural industries that disappeared from the face of England during and immediately after the Nap-Leonic wars. Lecturers and supervisors in every county must be constantly at work to give the new-comers the benefit of their knowledge; and special attention must be given to "side lines" for which the several-hundred-acre farmer has no time—such as the breeding of goats, bee-keeping, the medicinal herb-garden, small-fruit culture, and the stocking of stew-ponds to turn the coarse fish of England to profitable account.

If we hope to make the returned soldier a successful as well as a contented man, we must not stop here. It is not difficult to raise the fruits of the earth, to fill the egg-basket, and the honeyjars; the real trouble in rural districts is to sell the surplus. Existing methods are wasteful in the extreme. The small man must often waste a day to get his goods to market; he is at the mercy of the trading rings, that exist not only in the great centres where hundreds of tons of stuff are handled, but in the little country towns, with their ill-attended, badly provided weekly sale. At present

#### By S. L. BENSUSAN.

the bulk of the profit of small producers is taken from them by a tribe of middlemen. The Food Production Department of the Board of Agriculture has at last recognised the danger, and is beginning to deal with it.

Success will come to the endeavour and prosperity to the producer when, at a certain time on a certain day in every week, the co-operative van run by the county authorities calls at the small man's holding, takes away produce that has been carefully graded according to direction, and carries it away to a market that no ring is allowed to encircle. The proceeds of the sale, less a commission sufficient to pay the costs of collection and marketing, will be paid to the grower, who will be free to devote all his energies to the task of producing the goods in the sure knowledge that they are required and will fetch the full market price. Along these lines we may revive the yeoman class that England has lacked for a hundred years. Incidentally, we shall be taking a step towards making this country more selfsupporting in the matter of food, and less dependent on imports from abroad—an ideal condition of things whose importance the war must by this time have made obvious to everybody.

### IN FRANCE, ENGLAND, ITALY: CEREMONIES. MOSQUITO-NETS; NEW ALLIES.

PHOTOGRAPHS-FRENCH OFFICIAL, ITALIAN NAVAL OFFICIAL, SPORT AND GENERAL, AND PISCULLI.

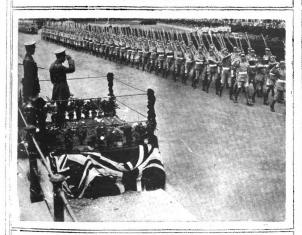


MARSHAL FOCH HOLDING THE BATON JUST PRESENTED BY PRESIDENT POINCARÉ:

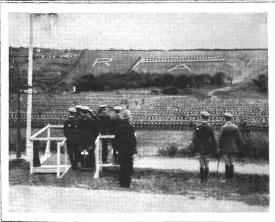
A CEREMONIAL EMBRACE.



NECESSARY PRECAUTION ON THE PIAVE: ITALIAN SOLDIERS WEARING MOSQUITO-NETS FOR SLEEPING IN.



THE KING'S INSPECTION OF R.A.F. CADETS: HIS MAJESTY RETURNING THE SALUTE  ${\bf AT} \ \ {\bf THE} \ \ {\bf MARCH-PAST}.$ 



including the full-stops: "r.a.f." in human characters; and a parade before the king.



NEW ALLIES FROM THE FAR EAST: TYPES OF THE  $t_{\rm ST}$  SIAMESE CONTINGENT—TWO N.C.O.'S AND A PRIVATE.



The lord mayor of london in rome: sir charles hanson with the mayor of rome (Left) at the capitol.

The starred black baton of a Marshal of France was presented by the President to Marshal of the headquarters in the garden of an old country house.—On August 30 the Ging, as General-in-Chief of the Royal Air Force, inspected the R.A.F. Cadets in training it a seaside town. The main body paraded in a large field and sang the National Anthem, while others were grouped on a hillside to form a flag, which changed into that of the R.A.F. with its initials. Later there was a march-past along the sea-front, Captain Prince

Albert leading one of the companies.—The first Siamese Contingent, comprising aviation, motor, and ambulance units (all volunteers), arrived recently in France. The Siamese wear khaki uniforms. Their commander is Major-General Phya Bkijai Janridh, K.C.M.C.—Sir Charles Hanson, the Lord Mayor of London, recently visited the Piave front, Venice, Padua, and Rome, going thence to Turin and Genoa. In Rome he flew over the city in an airship. The Mayor of Rome, Prince Colonna, gave a luncheon in his honour.

### VII. - AMERICA IN THE WAR -- ITS WOMEN.

A MERICAN women, in a sense, were prepared for rapid mobilisation in war-effort; for generations they had been accustomed to teamwork. They had begun to organise for many activities long before women here had thought about massing their sex for any independent effort. Practically every village in the country for years has had its women's groups banded for study and work—political, sociological, charitable, or industrial—on a basis more democratic than that of the most broad-minded men's organisations, embracing all classes in mutual helpfulness. When

the war came this carefully nurtured habit gave a ready-made and vast foundation for the women's emergency organisations which at once came into being. Immediately a Central Clearing House for Women's Activities was established at the National Capital under the name of the Women's Committee, and was designated officially a branch of the Council of National Defence, the great general war machine, and this promptly began to synchronise the efforts of all local women's clubs (thousands in number throughout the country), the National Women's Suffrage Association (with its great political influence), the powerful Federation of Women's Clubs, various immensely potent patriotic societies, the whole Women's Trade Union League (including practically all organised women's labour in the country), the Young Women's Christian

the country), the Young Women's Christian Association (with an immense membership), the Housewives League (another organisation of vast numerical strength), the Women's Relief Corps (which dates from Civil War days), and the numerous and efficient Red Cross chapters. In America, the land of great disasters, the Red Cross never is permitted to relax its efficiency of organisation.

Especially for war-work this great Committee has established eleven departments. That of

Registration and Organisation showed on June 25 a membership of 1,648,967 from only twenty of the smaller States with a total population of but 13,000,000. As the proportion of organised women in the more thickly settled States, for which the figures have not been compiled as yet, sometimes is much higher than one out of four in the total female population, it is believed that final totals will show a third of the nation's women definitely engaged at specific, organised war-tasks.

Nearly one hundred thousand of the first million have been, or are being, trained as experts in one branch or another. State, county, and local committees bring the Central Body into touch with every woman in the nation. There are specific departments for Child Welfare, for Food Froduction and Food Administration, for Health and

Recreation, for Education and Fropaganda, for Recruiting Soldiers, for Recruiting Nurses, for Maintenance of Existing Social Service Agencies, for Liberty Loan Activities, for Allied Relief, for Women in Industry (women in munitions work included), and for Publicity. More than 25,000 volunteer nurses have been found by the Recruiting Departments, which not only have recruited women, but have raised a division of volunteer soldiers and filled up a Tank brigade.

The work as a whole has led to a study of the status of women throughout the country, minute

beyond any precedent in history, to improvements in legislation, to the establishment of better methods in regriculture and industry, to the perfection of organised makiniery for education and relief, to many things of great national significance, irrespective of the war. All lines of colour, creed, age, and social status have been abolished. White women and coloured work together; the illiterate immigrant may find her table-mate a woman rich and prominent in local social life. Dr. Anna Shaw, one of America's most distinguished Suffragists, who is at the Committee's head, says: "It reaches



ABOUT TO LOOP THE LOOP: AN AMERICAN 'PLANE AT THE U.S. MARINES' FLYING SCHOOL IN FLORIDA.—[Photograph supplied by Newspaper Illustrations.]

out its arms to every woman in the country. The Society women of the large centre and the farmer's wife of the remote community are united through it in one great sisterhood, banded together in the common cause of national and international security and welfare."

To make a general survey of the work which is being accomplished in consequence would take far more space than I have been allotted. I can only write some of the details which seem most



THE ADVANCE ON THE WESTERN FRONT: AN AMERICAN FIELD ARTILLERY POSITION

DURING A LULL BETWEEN BARRAGES.—[Photograph supplied by Topical.]

interesting. For example, the ubiquitous "college girl" of America takes the lead in the hardest of all this effort, just as the college man took the lead in the enlisting and recruiting. Already in Europe are many units of one kind or another recruited by American women's colleges, and at home the work of these institutions is magnificent. It was Barnard College, not the Government, which started the Women's Lend Movement in America; the vast property of Vassar, the nation's leading women's college, has been turned over, at least for the summer, and much of it probably for "duration," to the nursing profession; at Smith

By Edward Marshall.

College a sub Committee of the National Committee on Mental Hygiene is training psychiatric social workers for the task of repatriating disabled soldiers.

The fact that the President and the Government as a whole are fully in sympathy with the women is shown by the circumstance that Mr. Wilson has removed the Judge who rendered most of the decisions against women pickets who watched the Fresidential residence during the sufirage campaign a year ago, and personally has appointed Miss Kathryn Sellers Judge of the Children's Court in the District of Columbia.

The Federal Department of Labour opened the Women's Bureau as a Fourth of July gift to American women, "in recognition of the great importance to the nation of the work of women in industry, and the urgent necessity for a national policy in determining the conditions of their employment."

Its staff has Miss Mary Van Kleeck as director, and she holds a place on the National War Labour Policies Board. The Assistant-Director, Miss Mary Anderson, from the cramped life of a little Swedish farm, went to a shoc factory in Chicago, studied in night schools, became a naturalised American citizen and a powerful worker in the Boot and Shoe Workers' Miss Van Kleeck is as nearly an aristo-

Union. Miss Van Kleeck is as nearly an aristocrat as American life permits; Miss Anderson is a product of its most pronounced democracy.

Miss Hilda Milhauser Richards, head of the recently created Women's Division, United States Department of Labour, has developed her work under ten heads: First, a survey of the whole industrial field, climinating industrial non-essentials to the war; second, the establishment of women's branches of the Federal Employment

Bureau in every State; third, co-ordination of the thousands of existing private or semiprivate committees dealing with women's war-work; fourth, research to inform the Employment Bureau branches of changing conditions; fifth, fitting women for work new to them; sixth, especial agricultural training; seventh, study of industrial conditions and standards; eighth, a volunteer body to care for women-workers transported from one part of the country to another; ninth, a vocational committee to advise women with regard to the nature of the work most needed, and how to train; tenth, miscellaneous effort.

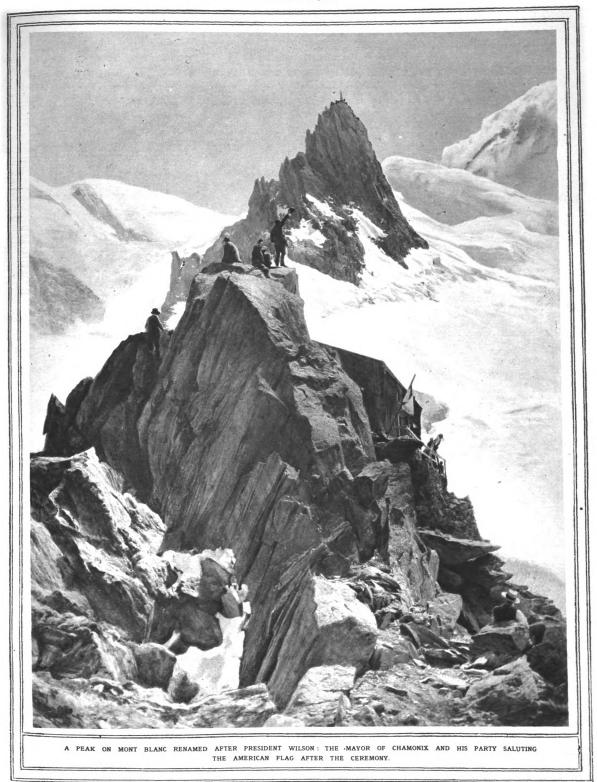
A hint at what the recreation work for women-workers, alone, amounts to, is found in the programme for "instruction in amusement" of the girls and women employed in the Government Depart-

in the Government Departments at Washington. It includes organised "hikes," bicycle trips, auto-truck picnics, and the like, tennis tournaments, indoor baseball meets, folk-dances, hockey, rowing, swimming, a general course in gymnastics, and the opening of an immense recreation-hall for all Government-employed women and girls.

Every effort is being made to avoid two possible results of war-activity among women and girls: First, loneliness; second, the break in social lite which would come from the isolation of young women from young men.

# THE STARS AND STRIPES ON MONT BLANC: THE WILSON PEAK.

PHOTOGRAPH BY M. JOVÉ.



This photograph records a very interesting ceremony that took place on Mont Blanc on August 15. The Municipality of Chamonix had decided to rename the Piltschner Peak, so called after a German Alpinist, as the Wilson Peak, in honour of the President of the United States. Accordingly, the Mayor of Chamonix, accompanied by a large party, ascended by way of the Grands Mulets to the top of the peak, and thereon hoisted the Stars and Stripes, which was acclaimed by vigorous cheers. In the evening the ceremonies

concluded with an illumination of the crevasses of the glaciers by Bengal fire. Mont Blanc is, of course, famous for the immense glaciers that surround it, and was formerly known by the name of Les Glacières. The first ascent was made by two Chamonix men in 1786, and the first winter ascent by a woman, Miss Isabella Straton, in 1876. The usual route to the summit is from Chamonix by way of the Grands Mulets Inn (9909 ft.), and the shelter-hut at the Bosses du Dromadaire (14,312 ft.). The summit rises to 15,782 ft.

### GERMANY'S INFERIORITY IN THE AIR.

A LL accounts from the Front, whether from official war correspondents or from newly returned aviators, agree as to the immense superiority of the Allied Flying Services over those of the enemy. It seems, in fact, as if the Allies have, between them, secured something very like that Command of the Air which certain very prominent people publicly proclaimed only a year or two ago to be impossible to obtain. One is practically forced to the conclusion, by all these varied accounts, that the German Flying Service has gone to pieces.

Just why it should be so is rather hard to explain, except on the theory that the German High Command lacks imagination, and did not expect that the Allies would make such a terrific effort in the air and, therefore, failed to anticipate that effort. There were timesnotably in the winter of 1915-16, when the Fokker monoplane had things all its own way; and in the winter of 1916-17, when the Albatros biplane was in the ascendant-when the Germans distinctly had the upper hand, and when the French and British losses were far heavier than the Germans'! Even in the autumn of 1917, when the British R.F.C. was having things all its own way, the French Service d'Aviation was having a remarkably bad time. But, now, both the French and British are right at the top of their torm, and American squadrons, mounted on French and British machines, are already adding very materially to the discomfiture of the Hun. Lack of im-

agination is certainly a German characteristic, clever though the Germans are in following a good lead. Before the war the Germans laid themselves out to build up a big air fleet, as air-fleets went in those days; and two or three months before the war, when the Royal Flying Corps was unable to muster more than 50 aero-planes fit for flying at one time, the Germans kept a fleet of 200 machines always in flying order at Döberitz, besides probably another 1000 or so divided among their numerous military stations.

war, the best German aeroplanes, the big Albatros, and Aviatik, and D.F.W. biplanes, were sent off at once to the Russian front. In fact, a friend of mine who was at Johannisthal three days before Great Britain declared war, saw twelve Albatroses start for Vienna in that morning as casually as if they were going to the next aerodrome. The reason for thus sending the best machines to the Russian front was that the Russian Armies covered such a vast extent of ground that it was necessary to do reconnaissances of 200 or 300 miles at a stretch in order to locate them

At the outbreak of

accurately. Probably the Germans' experiences of 1914-15-16 convinced them that Great Britain, at any rate, would never be a formidable adversary as regards aeroplane and aero-engine construction, and that France could never make up for England's deficiencies. What the Germans did not foresee was the sudden enormous jump in output when Sir William Weir took charge of Aircraft Supplies in 1917; and the still more far-reaching results of his new policy of leaving the design of new type

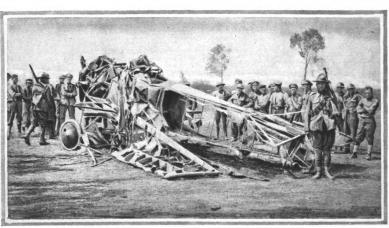
machines and engines to the Aircraft Industry, instead of trying to standardise everything down to a Government design, which had previously resulted in a kind of Bovrilised mediocrity. This vital mistake on the part of the Germans left them inferior to the British Flying Services, both in the quantity and quality of their shore-going aeroplanes by the end of 1917; and though certain of their seaplanes have since shown themselves to be of very high quality, the area of operations of those seaplanes is so limited that they do not seriously affect the war.



WITH THE BRITISH FORCES IN ITALY: MAKING A "SAUSAGE" FAST.

Official Photograph.

It now seems quite probable that the German High Command, having laid down a certain definite aeroplane programme, both as regards material and personnel, somewhere about the end of 1916, or the beginning of 1917; and having based that programme on erroneous premises, now finds itself in a position which it is very difficult to improve, because all the German aircraft factories have been "combed out" to a terrific extent in order to find men for the Army. Evidently frantic efforts are being made to speed up output, for an examination



FIFTEEN MINUTES AFTER IT LANDED: A GERMAN SINGLE-SEATED AEROPLANE.

Although badly wounded, the pilot of the machine is expected to live.—[Canadian War Records.]

of the detail work in any German aeroplane is enough to give any British or French aeronautical engineer cold shivers down the spine. Quite apart from the fact that German ideas of design are very different from ours, the material and workmanship are too terrible for words. True, we can learn much from the Germans in the matter of economising both material and labour, for we are apt to go to extremes in what a distinguished Admiral called "spit and polish"; especially in the interior of

By C. G. GREY, Editor of "The Aeroplane."

aeroplanes and engines; but there is a happy medium between spending labour to the extent of perhaps, a hundred pounds per machine in merely making an aeroplane look pretty, when its life is likely to be about three weeks, and turning out aeroplanes like cheap orange-boxes. Thus one is certain that British output, and probably French, could be materially increased by abolishing some of the unnecessary "finish," and using the labour thus saved for the production of useful parts; and one is strongly of the opinion that German

output has reached its limits, both of material and labour capacity. Therefore it seems that, unless some miracle happens, the Allies' superiority in the quantity and quality of their aircraft will be so immense very soon, especially when the American machines begin to arrive in quantities, that the Germans will be practically driven out of the air.

The other side of the question concerns personnel. Here the Allies have an absolutely enormous advantage. The Gaul, the Anglo-Saxon, or the Celt has always made a far better aviator than the Teuton. Long before the war it was remarked that very few of the crack German pilots were genuine Germans. Their best men were nearly all either Alsatians, Danes, or Slavs. Stoeffler, their best cross-country flier in 1913, was an Alsatian. Suvelack, another of their best, was either a Czech or a Pole. The two von Richthofens, about their best war-pilots, were Silesians. And among their present

star turns one finds names like von Boenigk, Udet, and so forth, which are anything except real German. Apparently the supply of non-German pilots is limited. It has been notorious for centuries that the German is a shocking bad horseman; and it is a recognised fact that a good horseman is always a good pilot.

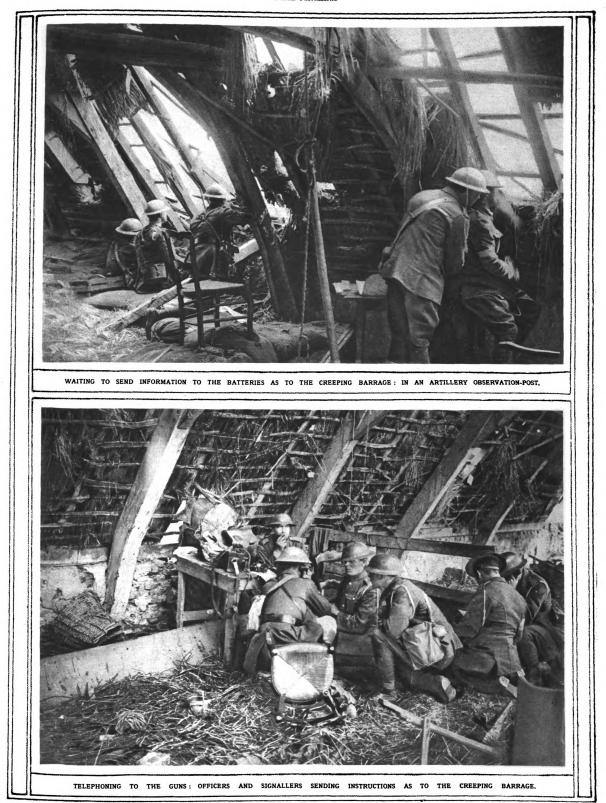
On the other hand, the Allies have practically an unlimited supply of young men belonging essentially to equestrian races, on which to draw

for more and more pilots. The youngsters now coming into the Royal Air Force from English schools belong to all classes of horsey people, from the old foxhunting county families to the sons of yeoman farmers and the progeny of horse-breeders and trainers. Even the townbred lads who have never been on a horse's back are probably the grandsons of countrybred people. The Scots and Irish are, if anything, still nearer to the mounted fighting men of the past. The French, likewise, have been an equestrian people from time immemorial. And the Americans, being the descendants of the most adventurous Europeans

of the past five centuries, take to flying as a duck takes to water. Taking it all round, whether from the point of view of material or of personnel, everything points to the German being outnumbered and outclassed from the present time onwards, until such a date as he makes up his mind that he has had enough, and offers to make a peace on land as well as in the air, on such terms as may be agreeable to those who hold the Command of the Air.

# THE GREAT ADVANCE: A BRITISH ARTILLERY OBSERVATION POST.

OFFICIAL PHOTOGRAPHS.



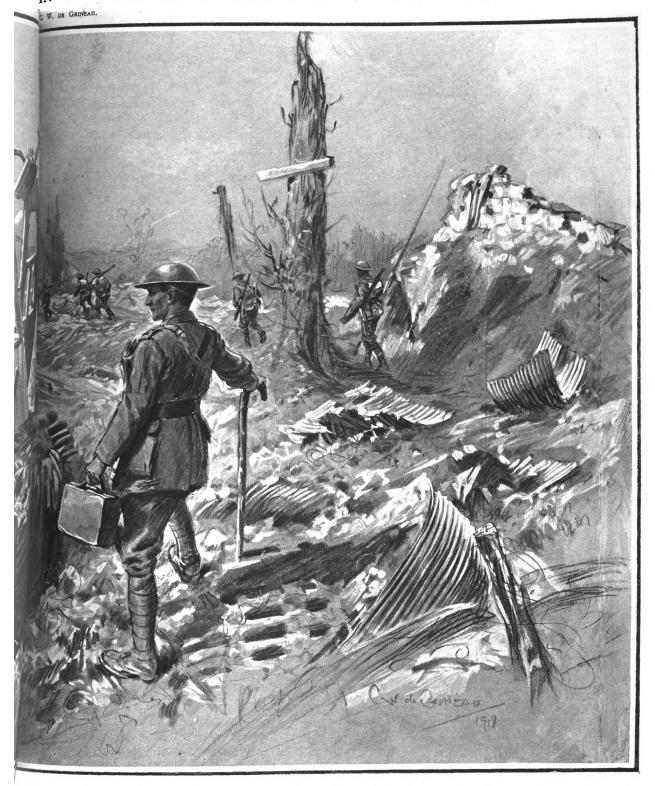
When the gunners are unable to see the targets at which they are firing, they depend of course, on the information supplied to them from artillery observation-posts and from aircraft. During an advance they regulate their barrage-fire, which creeps ahead of the infantry, by the same means. These photographs show a typical case of a British artillery observation-post at work during the great Allied advance on the Western Front.

# THE PADRE AND HIS OLD "CHURCH": A BRITISH CHAPLAIN

REVISITING HIS "PARISH," LIBERATED BY THE GREAT ADVANCE ON THE SOMMI

"One of the strangest things about all this fighting," writes Mr. H. Perry Robinson, in an account of the new Battle of the Somme, "is the way it thrills one with memories of 1916. We have again come into possession and made temporary use of, prisoners' cages which used to be crowded with Germans in this same month two years ago. When we recovered them the grass grew rank inside the wire enclosures, but already it is being trodden down. Sadder is it that we have buried some of our recent dead in the old graveyard beside their comrades of the first Somme fighting. Much agricultural machinery and similar things which we left behind in our retreat of March this year has become ours again. The Tanks recaptured one of their

# THE SOMME ADVANCE REVOLVING MEMORIES OF 1916.



### A BRITISH ARTILLERY CHAPLAIN AT RUINS OF A NISSEN HUT, ONCE HIS CHURCH.

familiar tankodromes—the one in which I first saw Tanks before they went into action for the first time in the September before last. And what memories come thronging at the sentence in the communiqué which tells us that 'Welsh troops have captured Mametz Wood'!' Another instance of memories revived is illustrated in our drawing, which shows a British Artillery chaplain revisiting his old "parish," newly liberated from the enemy. The church was in a Nissen hut, the ruins of which are seen on the left, with the Cross still standing on the altar. The broken benches, wrecked by shell-fire, had, strangely enough, not been used by the invaders for firewood.—[Drawing Copyrighted in the United States and Canada.]

# THE GREAT ADVANCE: GENERAL BYNG'S ATTACK TOWARI

A DOUBLE V.C. AMONG THE FIRST WOUNDED OF THE EARLY MORNING CASUALTIES:

GERMAN PRISONERS BRINGING IN A HERO OF THE EAST SURREYS.

THE WORK OF THE BRITISH CAVALED RESTING THEIR HORSES BY A RUINE



DAMAGE DONE BY OUR ARTILLERY IN THE GERMAN LINES: REMAINS OF WRECKED GUN-CARRIAGES.



A GERMAN AMMUNITION DUG-OUT BLOWN UP ENEMY POSITION

Bapaums was captured by the New Zealanders on August 29. The British offensive in the direction of that town was launched at 4.55 a.m. on the morning of August 21, by the forces under General Sir Julian Byng, on a front about midway between Arras in the north and Albert in the south. An official communique giving an account of the first day's fighting said: "At the opening of the assault English and New Zealand troops, accompanied by Tanks, stormed the enemy's foremost defence lines under cover of mist, capturing the villages of Beaucourt-sur-Ancre.

# TOW BAPAUME: AND SOME OF OUR 57,318 GERMAN PRISONERS.

THE BOTTO W THE ADVANCE TOWARDS BAPAUME:



AN IMPROVISED "STRETCHER" CONSISTING OF A LENGTH OF PIPING AND A BLANKET:

GERMAN PRISONERS BRINGING IN ONE OF THEIR OWN WOUNDED.



THE WAY TO BAPAUME.



HEAVY AMMUNITION ABANDONED BY THE GERMANS AT ACHIET-LE-PETIT:

A CRATER FULL OF BIG SHELLS,

Paisieur-au-Mont, Bucquoy, Ablainzeville, and Moyenneville. Thereafter English divisions continued the advance as far as the neighbourhood of the Albert—Arras railway, capturing the village of Achiet-le-Petit, Logeast Wood, and Courcelles. Severe fighting has taken place at different points along the line of the railway, and west of Achiet-le-Grand a strong hostile counter-attack was repulsed with loss to the enemy." An official despatch of September 1 stated that during August the British troops in France had captured 57,318 German prisoners, including 1283 officers.

# TRENCH-MORTARS IN THE GREAT ADVANCE: A

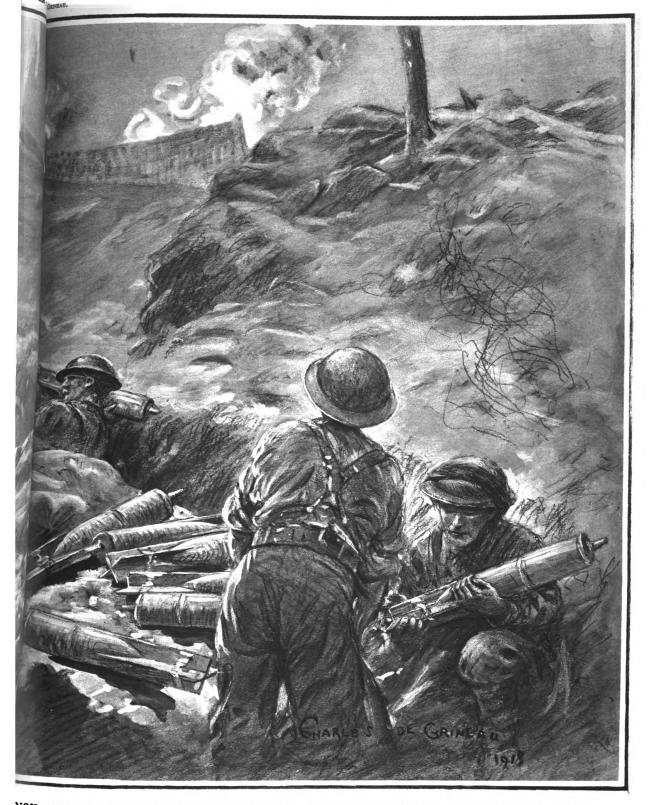
DRAWN BY C.



THE NEW BRITISH ADVANCE OVER THE OLD SOMME BATTLEFIELDS OF 1916:

Just before the attack on Bray, a small town on the Somme about ten miles west of Péronne, a strong point in the German line was bombarded by trench-mortars. Near mortar shown in our drawing a platoon of infantry waited for the word to rush forward. The action was described by the Australian correspondent, Mr. C. E. W. Bean, i message dated August 24. "Last night," he writes, "Tasmanians and Victorians north of the Somme attacked the town of Bray, which, owing to the previous 48-hours' fight

# ANCENCIDENT IN THE ATTACK ON BRAY-SUR-SOMME.



NCH TRENCH-MORTAR BOMBARDING A STRONG POINT IN THE ENEMY'S LINE.

w lay in a hollow beneath them. The Germans defended it with many machine-guns. After several hours of obstinate struggle, however, these were either driven out or trounded, and the town captured and 70 prisoners taken. Before dawn the Tasmanian and Victorian line was well beyond the town. In a dug-out near Bray, the Germans had alked up, 'Englishmen, we are coming back.' As one of our men said, it would have been truer if they had said, 'going.' "—[Drawing Copyrighted in the United States and Canada.]

JOTTINGS





REPORTED AUTHOR OF FIVE HUNDRED WORKS: GEBER, THE ARADIAN ALCHEMIST.

PUNISHING THE REBELS: THE EGYPTIANS BOOKS ON CHEMISTRY BURNT BY ORDER OF DIOCLETIAN .

AUTHOR OF AN ENCYCLOPAEDIC TREATISE ON MEDICINE: RHAZES, THE ARABIAN PRINCIPLE

# I VENTURED to urge, long ago, in this column, that no time should be lost in starting goat-farms; by way of securing a much-

needed addition to our milk and meat supply. It was, of course, a very obvious thing to do; but no serious attempt to take the matter up seems to have been made till recently. Now that the British Goat Society has taken up the subject in real earnest, we may look for speedy progress; so that goat's milk, and butter and cheese made therefrom, may soon be placed on the market.

But even if surplus supplies do not suffice for this, a perceptible saving of the normal sources of these commodities must result, to the great benefit of the community at large.

The Zoological Society, which has already done yeoman service in furthering schemes for adding to our food supplies; and has, at the present moment, no less than 200 pigs under fattening, and a large number of utility poultry, lent a helping hand to the latest venture when it arranged with the British Goat Society that it should hold its Annual Exhibition at the Gardens. The Show opened on Aug. 20, and closed on the 22nd. Thereby a large number of people who are taking up goat-keeping, as a means of adding to our food supply, were enabled to gather much-needed information as to the management

of this form of live stock, and the most profitable types to start with.

Those who visited the Show for this purpose must have been surprised at the variety of choice, in the matter of breeds, which was theirs. To

begin with, a selection could be made between two distinct types. In the one of these the ears are narrow, pointed, and erect; in the other, long, broad, and pendu-The former lous. represent the "Swiss and Anglo-Swiss": the latter, the " Nubian and Anglo-Nubian"; though these represent by no means all the known races of the domesticated goat. All these, however, are to be regarded as the descendants of the wild goat, or ibex (Capra aegagrus) of Greece, Asia Minor, Persia, and Western India. The wide range of differences which now exists between the ancestral wild goat and its domesti-

cated descendants need not be wondered at, when it is realised that goats have been kept under domestication for thousands of years. The Neolithic Lake-dwellers kept goats extensively.

#### GOAT-FARMING AND FOOD PRODUCTION.

In the matter of coloration great transformations have been effected, ranging from pure black, and brown, to pure white, and combinations thereof. In the form of the horns great changes have also taken place. In some races the females, and in others, both sexes, are polled. A further peculiarity, not met with in wild species, is the presence of two pendulous lappets of skin on the



MACHINE-GUNNERS IN CAS-MASKS: ITALIAN MARINES IN THEIR EMPLACEMENT.

Italian Naval Official Photograph.

throat, at the angle of the lower jaw. Similar appendages are present in some races of domesticated pigs, though, so far, no explanation is forthcoming as to the origin, or significance, of such excrescences. As to the best utility breed, opinions differ, as opinions will. The deepest

of the milk. An ordinary goat should yield about 196 quarts of milk during nine months of the year: the largest returns being made

during June, July, August, and September; though, by careful management, in a large herd, the maximum of productiveness may be spread over a much longer period.

Goat's-milk cheese is hardly known in this country; yet it is most excellent, and is highly esteemed on the Continent. From its richness in

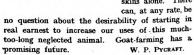
casein this milk is eminently adapted for cheese-making; and it is to be hoped that, before long, it will be procurable in quantity, now that ordinary cheese is so scarce. Butter made from goat's milk, though of excellent quality, is generally regarded as inferior to that made from cow's milk. But this disfavour is largely due to its lack of colour, and the fact that it does not keep so well. These slight drawbacks are, however, in these days of butter shortage, likely to be discounted.

The meat of the full-grown goat, which resembles venison rather than mutton, is generally regarded as dry, owing to the fact that the fat of the body is mainly accumulated round the kidneys, not distributed between the muscle, as in the case of mutton. But castration in the male has a

marked effect on the quality of the meat, producing a really fine flavour. Of all breeds the Angora is regarded as the best meat-producer; the flesh being described as equal to mutton. Kid meat, unfortunately, in this country is little esteemed, though in delicacy it is not to be dis-

tinguished from that of chicken. In Italy and Spain and the South of France it is in constant demand, as it was among the ancient Hebrews, and Greeks, who, indeed, ranked it among their daintiest dishes.

Finally, the goat would yield us a quantity of excellent wool, as in the case of the Angora goat; as well as of leather for light shoes; while the horns are also saleable for the manufacture of knifehandles. Having regard to the price of leather to-day, it would almost pay to keep goats for the sake of their skins alone. There can at any rate, be





THE CAMPAIGN IN ALBANIA: RIVER TRANSPORT OF SUPPLIES AND WAR MATERIAL AT A BEND OF THE CERNA.

\*\*Idalian Official Photograph.\*\*

milkers will probably be found in the cross between the Anglo-Nubian and Swiss breeds; though some breeders prefer the cross between the English and Nubian goats, on account of the superior quality

## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAFAYETTE, HISTED, BERESPORD, YATES, SPEAIGHT, BARNETT, KENT-LACEY, SPINK, BACON, DOVER STREET STUDIOS, DEBENHAM AND GOULD.

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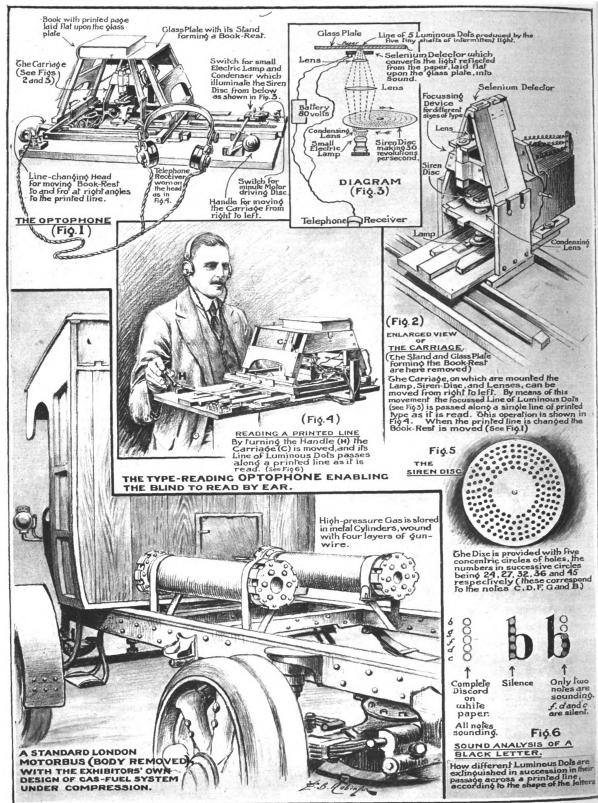
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## EAR-READING FOR THE BLIND; AND A GAS-BUS: NEW INVENTIONS.

DIAGRAMS BY OUR SPECIAL ARTIST, W. B. ROBINSON.



AT THE BRITISH SCIENTIFIC PRODUCTS EXHIBITION: THE OPTOPHONE; AND A GAS-FUEL MOTOR-BUS.

We illustrate here two inventions at the British Scientific Products Exhibition, at King's College, Strand. The Optophone is an instrument for enabling the blind to read by ear, by a delicate apparatus that makes each letter record a different sound, conveyed to the reader through ear-pieces similar to a telephone-receiver. This is done by means of selenium, which has the remarkable property of responding electrically to every change

in the light falling upon it. The Optophone, whose mechanism is described in an article on another page, was invented by Dr. E. E. Fournier d'Albe, late Lecturer in Physics in the Universities of Birmingham and the Punjab. At the foot of the page, on the left, is a diagram of a new compressed gas-fuel system designed to be tried, experimentally, on London motor-omnibuses.—[Drawing Copyrighted in the United States and Canada.]

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Owing to shipping difficulties Cigar Stocks are low. If you have a good stock of "LA CORONA" Cigars and will advise me, I shall be pleased to refer to you customers who have difficulty in finding them.

#### THE PLAYHOUSES.

SHANGHAI," AT DRURY LANE.

S PECTACLE and the preparations for it give the artists operetta of "Shanghai." Here we have a big cast engaged, of really clever folk, whose talents are half-wasted because so much time is usurped in the staging of elaborate scenes. That some of the scenes are uncommonly beau-tiful, notably that of the "Buddha on the Hill" with its vista of harbour, town, sea and sky-need not be added; indeed, they would lose their last excuse if they were not. But accessories ought not to get in the way of the entertainment as they do at the Lane. Miss Ivy Shilling, for instance, and her partner, Mr. Paul Jakovleff, are wonderful dancers; but the bulk of their turn is occupied with preliminaries, so that their dance seems only just begun when it is over. Mr. Bert Coote-again, as comedian, is only spared a moment to give any idea of his quality; and the same may be said of Mr. Ray Kay as eccentric dancer. Mr. Alfred Lester, to be sure, has one of those comically dolorous parts-his Cockney Chinaman laments that he has got an English heart in a Chinese bodywhich suit his vein of humour; but mirth-provoking though he is, he will need more opportunities if he is to reach his best form. Similarly, Miss Dorothy Brunton, so enthusiastically received by her Australian admirers, was only permitted to reveal on a small scale the vivacity she would seem to have at command. No doubt, with the

big sets running smoothly the management will soon make better use of its personnel. As it is, there are some good songs for Mr. Harry Dearth, Miss Blanche Tomlin, whose dresses are, perhaps, a trifle too Western in colour; and that robust vocalist, Mr. Harry Claff; and some telling passages for Mr. Fred Wright as the captain of a junk.

# "THE LAW DIVINE." AT WYNDHAM'S. The best scene in Mr. H. V. Esmond's new

drama of domestic sentiment and war-work is that in which two boy brothers discuss whether the younger shall be allowed to tell their mother about a lady's latch-key, which they detected in their father's possession. The elder boy, who is in the Navy—assumes a most amusing man-of-the-world air. But, really, if Mr. Le Bas appropriated that latch-key, it was entirely the fault of Mrs. Le Bas, who was so sure people ought not to be happy in wartime, even though, as in her husband's case, they had returned wounded from the front, that she absorbed her days in committee



KNIGHTING THE AUSTRALIAN COMMANDER: THE KING AND GENERAL MONASH .- Official Photos

meetings and correspondence, adopted a separate bedwith telephone arrangement complete, let the meals look after themselves, and piqued her



AS CHEERY AS EVER: A GROUP OF BRITISH, FRENCH, AND ITALIAN WOUNDED ON THE WESTERN FRONT .- [Official Photograph.]

uxorious spouse into seeking female consolation elsewhere There are laughable moments, and quite a budget of witty sayings and conversations. Mr. Pat Somerset and Mr. John Williams, as the boys in the two Services, come in John Williams, as the boys in the two bervices, come in for the happiest sallies, and are nature itself in all their movements and speeches. For the rest, a bevy of accomplished actresses—Miss Jessie Winter, Miss Doris Lytton, Miss Margaret Watson, Miss Barbara Hoffe, and Miss Marie Illington—show to delightful advantage; while Mr. Esmond, the actor, does his full serious duty by Mr. Esmond,

### THE LIVE WIRE," AT ST. MARTIN'S.

If the whole art of the spy-play is to keep your audience making wrong guesses at your secret, as no doubt it is, then Mr. Douglas Hoare and Mr. Sydney Blow are artists at the game, and successful artists. It is safe to say that no one in the first-night audience, until the confession came, had his eye fixed on the actual culprit; so that the playwrights pulled off their surprise, and provided their audience with a thrill satisfactorily enough. Where their story lies open to criticism is in its picture of the working of a newspaper office. Not only the proprietor-editor himself, but his staff generally, seemed to hang round doing little but talk and amuse themselves, while the paper made itself. In Fleet Street a "live wire" run on these lines would be dead in no time. Still, Mr. Hallard proved a dignified and amiable Press-magnate; Miss Hilda Trevelyan owed charm, and Miss Helen Morris suggested mystery, Mr. Donald Calthrop was all nerves and energy as the

hunted spy-hunter; and Mr. Alex. Scotty-Gatty had a fine burst of rhetoric as the real spy.

# "TELLING THE TALE," AT THE AMBASSADORS.

Your Gallic farce makes a good start in the way of libretto for a musical comedy. The authors of "The Live Wire" have managed very well in their adaptation of "Une Nuit de Noces" for the Ambassadors, and it is a recommendation rather than a disadvantage that "Telling the Tale," is really our old friend. "Oh, I say," in a different guise. Mr. Philip Braham's music is as breathless as the action it illustrates. Miss Marie Blanche, and a new comedian, Mr. Denier Warren, act as intensely as if there were no music to help them; Miss Nancy Gibbs sings so attractively that her every appearance is welcome; and two French artists, Miles. Dormeuil and Dervyle, in a duet about the French mascots,
"Rin-Tin-Tin and Ninette," have a turn so
jolly that it would make the fortunes of almost any piece of this kind.

# PELMANISM AND THE SILVER BADGE.

#### By GEORGE HENRY.

If it were within my power I would so order it that every Silver Badge issued to a discharged soldier would be accompanied by a free enrolment for a course of Pelmanism.

For Pelmanism is of the greatest import to the discharged soldier, and I am putting my views in regard to it upon record because I believe that the regard to it upon record occause I believe that the lessons to be learned from my own case may be of some service to many thousands of my comrades in the great Brotherhood of the Silver Badge.

It is just a year since the day when I cast aside khaki, consigned my tin of "Soldier's Friend" to white the most four-picture are proposed four-picture are proposed.

oblivion and feverishly arrayed myself in the most flamboyant clothes that my tailor and hosier could

In my pre-war days I had gained a comfortable income in the practice of my profession. My mind had enjoyed ample exercise and was always (if I may be forgiven the simile) at "concert pitch." And so I thought that, with a world teeming with new topics ideas, and ideals, I could not fail to produce of my best, and rebuild my shattered fortunes.

I took a holiday, and, returning, came to my desk filled with a resolve to work as never I had worked

It was just there that I came down to earth, and the bubbles of my childlike faith bespattered themselves on the stones of reality.

One morning of fruitless, futile scribbling showed me that nearly three years' service as a soldier had had its inevitable effect on my mental processes.

That nimble wit I had been so proud to possess positively would not be stimulated; that ability to analyse a subject and classify its components that had made my previous work clear and forceful had fled; that ease in the choice of the right word that had made work a recreation had taken a fancy for aviation and winged away.

And it was not just a matter of mood, for this inability to work persisted. In a week or two there came the realisation that it was a chronic state. The reason was not far to seek. For nearly three years my every day's activities had been planned ahead for

Almost my every action had been governed by the decisions of my superior officers. Day and night, week in, week out, I had, and rightly so, surrendered myself to the mechanical will of the military machine. My thinking had been done for me. I had no reason to think for myself. Indeed, I soon learned that "thinking for oneself" was a short path to the "thinking for oneself" was a short path to the pleasures of "pack drill." All of which resulted in a brain lying fallow. Its

functions had not been properly exercised—it was a great obese brain, over-fed with facts and impressions. uffering from a species of mental indigestion, torpid and unresponsive to my will.

I had, indeed, come to a pretty pass! It was necessary for me to earn at least double as much as in pre-war days merely to provide the bread and butter of respectability. How was I to make provision for this—much less for the occasional jam that makes life livable—with my mind rusted, faculties blunted, and thinking-power to a great extent atrophied by

Obsessed by this sort of query, little wonder that that sneaking little traitor, the Imp of Introspection, came upon the scene. I gave way to depression and doubt, and feared for my future. I began to think that I was going to be one of life's "wash-outs," and in the light of later learning, I really think I did for a time belong to that peculiar species of humanity-until Pelmanism came to me!

Until Pelmanism came to me-by the prosaic path of a daily paper announcement, and the subsequent clipping of a coupon. Many thousands of Silver Badge men have hesitated over that same coupon. I wish I could make them realise to the full the import of it. For Pelmanism gave me what it has given many a thousand men and women. It gave me courage first of all. The first "little Grey Book" refreshed and stung my mind into activity, just as a plunge into a cold bath reinvigorates a tired

The Imp of Introspection and the legions of other mental devils who are his co-mates fied from my ken. I had no further use for them, and as "Grey Book"

followed "Grey Book," and the fascinating exercises of Pelmanism unfolded their interest and charm, my mind began to bestir itself and throw off the shackles of its hibernation.

Pelmanism changed my whole outlook on life, gave me new interests, and made me THINK.

My mind began to function more speedily and

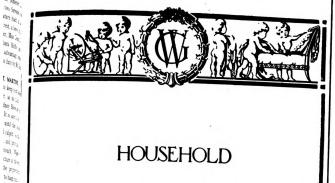
I found that I could collect my thoughts, concentrate on a subject, analyse and classify possibilities, and finally express myself without the hairtearing and other temperamental performances which are popularly supposed to be the accompaniment of creative work. The upshot is that to-day my work is accomplished with ease, and I am never tired of reiterating the fact that Pelmanism pays for itself a thousandfold.

So much for my personal experiences of Pelmanism. I have dealt with my own case at length because it is typical of thousands of others. I have lately had an opportunity of investigating the work of Pelmanism, and found that the register of the Pelman Institute teems with cases of students who, at their introduction the Course, had suffered from the same mental "dry-rot" that was once my portion. I found, too, that among my brothers of the Silver Badge there is a great army of Pelmanists equipping itself for the stern struggle for a living that follows the laying down of the weapons of war. In many cases, officers who have appreciated the qualities of the men who served under them have paid for a course of Pelmanism for such men on their discharge from the Service.

such men on their discharge from the Service.

The Pelman Institute publishes a small book, "Mind and Memory," in which Pelmanism is fully explained and illustrated: and a supplement treating of "Pelmanism as an Intellectual and Social Factor." These two publications, together with a reprint of "Trulh's" Report on the Pelman Institute and its work, will be sent gratis and post free, to any reader of "The Illustrated London News" who addresses a post-card to the Pelman Institute s. Pelman House, Bloomsbury Street, Pelman Institute, 53, Pelman House, Bloomsbury Street, London, W.C.1 All correspondence is confidential. Overseas Addresses: 46-48, Market Street, Melbourne;

15, Toronto Street, Toronto; Club Arcade, Durban.



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Nickel or Oxydized Case,

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Vickery's Active Service Alarm Wrist Watch, Luminous, Dustproof, £6 7s. 6d.



### NEW NOVELS.

"Karen." Mrs. Alfred Sidgwick's new novel, "Karen" (Collins), is a composite photograph, the salient features and characteristics of the German nation at war being blended in the picture she

presents. Her English heroine, who has the misfortune
to be in Reichenstadt in
1914-15, is the daughter-inlaw of the commandant of
an infamous prison camp,
the acquaintance of one of
the men responsible for the
terror in Belgium, and a
witness to the barbarism of
German Red Cross nurses,
and the martyrdom of
wounded and starving Englishmen passing, at the
mercy of the mob, through
the streets of a German
town. This is local colour
indeed.

It cannot be said that anything introduced is withnout foundation in fact, 
though, perhaps not many 
young women would have 
had so much concentrated 
experience. Karen herself, 
pretty, young, charming and 
courageous, is a delightful 
person, and Mrs. Sidgwick's 
neat fingers never modelled 
a difficult subject with 
greater success than in the 
figure of Wolfram von 
Hohenroda, whose overbearing and intolerant pride of 
race does not express itself,

after the manner of so many of his countrymen, in deliberate cruelty or obscenity. Harsh he is, certainly, especially in his treatment of his poor little overdriven son; but we can understand Karen's devotion to him, even after the amazing exhibition of rudeness by which he introduces himself in the railway carniage where they meet. The

book, with its vivid scenes, drawn as they are by a hand incapable of blurred or slovenly work, sets us wondering once again at the completeness with which a great people has been corrupted.

Have the Germans any idea of how they stand, now, in the eyes of the civilised world? They might do



THE ORDEAL FROM WHICH AMIENS HAS BEEN LIBERATED: A GERMAN SHELL BURSTING IN THE CITY.

British Official Photograph.

worse than read "Karen," which, in the modest dress of fiction, deals straightly with the truth.

"In Our Street." The obscure place of West London by the river is faithfully reproduced in Miss Peggy Webling's novel, "In Our Street"

(Hutchinson). She does not give her suburb a name; but it is easily recognised—near enough to Bedford Park to have literary and artistic inhabitants, far enough from Kensington to be unfashionable. Her middle-class people are the gentle Londoners whom we who live among them know and love, the conservative, shy, credulous and yet commonsensical citizens whose

independence and native wit die in the last ditch together, and whose civilisation. East End or West End, is as deep and ancient as their quality of fighting endurance. Some day the Londoner, at whom the provinces laugh for a little squeaking Cockney, will come into his own, and meanwhile he is not without his interpreters—Miss Webling, for one.

The story she tells is the struggle of a man for the spirit of a woman, or of two women, since pretty Lily Bourne becomes indispensable in time to his purpose. Leo Vakeel's desire for domination does not stop short at physical possession. He finds that psychical experiment through a medium will bring the souls of the dead to his call. His spiritualistic dealings with the unsseen degrade and ruin him. He exhausts his wife by forcing her into trance until her vitality is sapped beyond recovery. She passes on; and he begins to make use of Lily Bourne with the same vampire-like persist-

same vampire - like persistence. Then begins the fight between him and Lily's rescuers. "In Our Street" illustrates the debasing effects of a preoccupation with the mysteries of the life beyond, and the punishment that overtakes the meddler who seeks to tear aside the veil between us and the next world with curious or unclean fingers.

# Get it at Havrods

### Choosing a Bag.

The more you appreciate real excellence the more you will appreciate the quality of work that Harrods offer you.

Harrods make Bags; they make them with the idea of making them better than they have ever been made before; they use materials which some may think too good; they take pains which some may think too great; they reach a standard which some may deem unnecessarily high.

Not elsewhere in the Kingdom to-day can you buy a Bag, Portmanteau, or a Dressing Case that is a better model of British thoroughness or a more outstanding example of British Value.

### Harrods for Lunch!

It has been so often pointed out to us that the excellence of the cuisine and service in Harrods Georgian Restaurant is insufficiently known that we tender this reminder to all who have occasion to "Lunch out," as well as to every visitor to Harrods who may be unaware of the great convenience the "Georgian" affords.

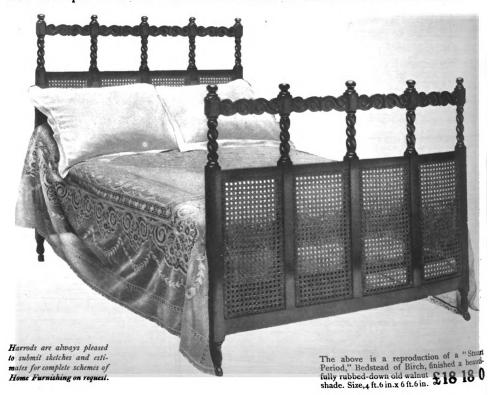
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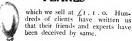
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£80 was offered by a Hatton Garden Pearl Merchant for one of our scarf-pins similar to the one shown herewith.

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who cannot believe we give for £1.1.0 a better article than they can get elsewhere if they pay £4.4.0 or more for it.

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CIRO PEARLS are sold at one price only. Whether a gorgeous string of pearls, a ring, a brooch, a pair of carrings, or any jewel, no matter what size pearl you require, the price is £1.1.0. The mountings are as exquisite as if the pearls were genuine.

Our Showrooms are situated on the First Floor at 42, Piccadilly, W. 1 (directly opposite Prince's Restaurant). If you cannot call and see our Pearls, send us your order; it shall have our intelligent, careful service.

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#### **DOES RELIGION COUNT?**

The records of the War abundantly prove the place and power of religion in the life of the British Soldier. It teaches him to live and shows him

#### HOW TO DIE.

The War Work of the Salvation Army is an attempt to give a practical interpretation to the words of Christ, that man shall not live by bread alone, and that if a man love God he will love his brother also.

Equipped to meet every reasonable human need, and staffed by experienced officers, the

## SALVATION ARMY H

focuses this endeavour at the time and in the place of the Soldier's greatest need. The Service man appreciates Religion — and when he enters a Salvation Army Hut he

If you would wish our gallant men to have Religion's aid in trial's hour, please send a gift to General Booth, 101, Queen Victoria Street, E.C. 4.

(Registered under the War Charities Act, 1916.)

ANYTIME this side of Christmas, but the sooner the better, women will do well to buy their buckle shoes for next spring's wear.

For so uncertain is the supply, not only of leather but also of buckles, that Lotus Ltd are obliged to decline advance orders sent by shops for execution next year.

But, for a few months longer, the shops appointed to

sell Lotus and Delta will certainly be able to supply buckle shoes out of their next deliveries from Lotus Ltd, if not straightaway from stock on their shelves.

In every town there is at least one, in many towns there are two or more, of these shops.



#### LADIES' PAGE.

WITH startling suddenness the Great War has brought into prominence a number of problems about women's position that it was inevitable should, in course of time, come up for settlement, but that we anticipated would gradually and slowly present themselves for solution. The question of this sort that is the immediate topic of the hour is "equal pay for equal work." I do not for a moment suppose that it is going to be settled at once. Action and reaction—systole and diastole—the swing of the pendulum—such is the law of existence; and all the changes that are now being brought about will doubtless be challenged and disputed hotly enough before they are finally settled. But without the war, how long would it have been, I wonder, before we would have seen a great extensive and determined demand from women for equal pay with men for any equal work?

It is very unfortunate, in the interests of women-workers, that the women striking for this demand have done so (in some cases, at any rate) in a manner that is objectionable, and therefore prejudicial to themselves. The tram and omnibus girls of a seaside resort are an instance. Without the smallest warning, at two o'clock in the afternoon, they all ceased work, and so stopped abruptly the entire public vehicle traffic. The town is full of wounded soldiers: there are, I believe, six thousand of them; their dinner is at noon, and by two o'clock great numbers of them have gone down to the front; and there the strike stranded hundreds of maimed and feeble men from hospitals on the summit of high hills, others from houses well inland. Little families, too, had come down to the sea by 'bus, perhaps two miles or more, from the outskirts of the town, where lodgings are cheapest.

These striking girls left all these people planté-ld, without a word of warning; and as the general public watched wounded and maimed men painfully climbing to the hospitals, and mothers moiling along surrounded by crying, worn-out little children, the notion of "equal pay for equal work" no longer presented itself as an appeal to justice, but as a display of sheer selfishness, and utter lack of all those qualities of tender consideration for childhood and suffering mankind that are a part of traditional womanliness. It is to be specially noted, however, that the action of these girls at the seaside was not at all on their own initiative, but was ordered by

the men heads of their union in London. Male tradesunionists are fully alive to the fact that a protection to men's employment in preference to women underlies acceptance of the principle of equal work and equal pay for the sexes.



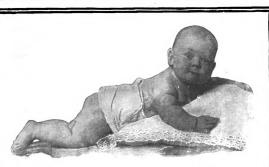
FOR RESTAURANT WEAR.

This simple but charming dress for restaurant wear is of pale-grey lace over grey satin, the lace edged with a pleating of grey tulle. A bishop's purple charmeuse sash is also worn. The black satin hat has its wide brim overlaid with grey lace, falling over the edge. A few fronds of paradise feathers soften the crown.

However, all this has no real relation to the precons of "equal pay for equal work"; it has only p that question to the front with a rapidity and praforce that could never have been foreseen. It is pat a just demand. It is not the practice to pay anybod the score of what they want to do with the money: not, then, a fair test of the relation between proper for a woman and for a man for equal services, to say she needs less than he does because the man will probbe keeping a family. Many women also are keep others—aged parents, or little fatherless brothers sisters; and in most cases the woman working for wa requires the amount she earns to be sufficient to all her to remunerate some other woman for doing her honwork, cooking, and needlework, just as a man must

But even if not so, there is no reason for payi them less on some supposed less need for money. On to other hand, if women claim equal pay, there is a probat expectation of preference on the part of employers f men, as having more uniform good health, and being le nervous and irritable, and less sensitive to reproof: and is in this expectation that, if pay is equal, the employ will prefer male labour, that men unionists official support such a demand. Women, therefore, should no use every endeavour to prove that they are really men equals as steady workers, and also in respect of courtes, cheerful obedience, and so on, if they wish to be hereafte kept on in well-paid work.

The restrictions in coal and gas will make the house wives' food problems much more severe, for the physical logically satisfactory substitutes for meat and wheat unfortunately require very prolonged cooking. The pulses, beans, lentils, peas, and also many cereals—barley nusite and oats, for instance—absolutely must have adequate cooking time, for no amount o. soaking can take the place of the fire. Without prolonged boiling, these articles of food are not only unpalatable, but undigestible. A vegetarian friend tells me that it is feasible to cook at one time enough haricot beans or lentils to last for a week if drained and kept in a clean larder, the beans will remain sweet, and can be cooked up in portions in varying manners. Another splendid device for economy is the Fireless Cooker, consisting of any air-tight box, with close-fitting lid, padded thickly with twisted newspaper or hay, leaving a central cavity to hold the cooking-pot, which must be put in boiling from the stove, and will complete the partial cooking of meat or vegetables without expense—FLOMENA.



#### "A Perfect Food"

That is the way Mrs. Brown, 4 Canowie Road, Redland, Bristol, the mother of this bonny eight months old youngster describes Mellin's Food. "I cannot speak too highly of Mellin's Food, as I consider it a perfect food for babies," reads her letter. And Baby Dennis Blair Brown certainly justifies the trust his mother has placed in the nourishing and health-giving properties of Mellin's Food.

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#### THE CHRONICLE OF THE CAR.

The "Pleasure", Quite naturally, the topic which is most discussed in motoring Car. circles at the moment is the recommendation of the Committee on the Luxury Tax that the "pleasure" car should be mulct in the full duty of twopence in the shilling on its I am not altogether certain that the consensus of opinion is against the tax, if it can be so arranged that only the car which is to be used entirely for pleasure or for the purposes of mere social convenience should pay the duty. It is perfectly clear that money must be raised in some way to pay the colossal costs of the war; and therefore taxation which in normal times would be enough to bring about a revolution must be and will be—submitted to with comparative cheerfulness. But if the country is to exhibit the requisite cheerfulness under the adversity of supertaxation, care must be taken that its incidence shall be as fair as possible in the circumstances. Of course, it is quite impossible for all our new



IN THE MATOPPOS: A NAPIER IN RHODESIA.

Our photograph shows an extra-strong Colonial Napier ccr, which was driven by Mr. A. C. Henderson on his record run from Salisbury (Rhodesia) to Cape Town, which he completed in 13 days. Mr. Henderson joined the Rhodesian Platon of the King's Royal Rifles, went to France, won the Military Medal, was wounded and dis:harged. He still ho'ds the record of being the only motorist to complete the trip from Salisbury to Cape Town, and he pays a notable tribute to his Napier car.

taxe; to be devoid of unfairness somewhere. Even a Chancellor of the Exchequer is human, and must err. Where, however, the incidence is manifestly unlair, I think a good case exists for very careful consideration before, even in these days of greatest need, another tax is imposed. I have said that I cannot find that there is a great deal of opposition to the principle of including the "pleasure" car in the Luxury Tax schedule. I do not see how there could be, except from the point of view that the car and its use are already called upon to pay more in proportion than most motorists consider equitable. But where the shoe is very likely to pinch—and to pinch severely—'s in the definition of where "utility" ends and "pleasure" begins. As I believe I have pointed out in a previous article in these pages, the motorist himself has been a little to blame for his easy acceptance of the term "pleasure" car. Not only here has it led to something akin to trouble, for I read that in Canada a very vigorous protest has been made to the Government relative to the use of the term. We have allowed the term

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Globéol is a safeguard against disease, as it increases the power of resistance of the system.

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the cause of

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It cleanses the liver, purifies the blood and tissues, imparts suppleness to the arteries, and prevents obesity by oxidising fatty tissues.

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is a powerful sol-

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URODONAL also cleanses the kidneys, which it frees from the presence of uric acid crystals and all the toxins and impurities which injure the renal tissue; it also removes obstructions.

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to apply to a type, which is quite wrong. We have simply divided our motor vehicles into three generic groups, and have classified them as (a) industrial vehicles, which are solely adapted for carrying goods; (b) public-service vehicles; and (c) pleasure cars, including all vehicles, no matter to what solution was to the control with the control was to to what actual use they are put, which do not fall under either of the first two heads. This is maniwrong; and it becomes quite clear that the definition must be amended.

A Conference Suggested.

At the moment we are mainly concerned with the question of super-taxation, but from

other points of view particularly because of the universality of use of the motor-car to which we are coming, it is highly desirable that we should have some better classification than we have at present. We should be prepared with a clear set of definitions, with adequate reasons why one and the other should be excluded from the taxation schedule. Personally, I am not going, for the time being at any rate, to attempt the drawing

up of a set of definitions, for the reason that it is not so simple a task as it appears to be. There are a number of questions involved which are really difficult to answer



NOT TO BE BEATEN: A VAUXHALL FIGHTING THE MUD Vauxhall staff car is shown in our photograph being hauled out of the mud of ia by a party of men whose number suggests that the obstacle is of a more than usually clinging nature

off-hand, as anyone may see for himself, if he cares to essay the drawing-up of a set of workable definitions. These matters being as they are, I would suggest that the R.A.C., the A.A., and the S.M.M.T. should confer on the whole question, and, together, prepare a set of working definitions differentiating the luxury car, pure and simple, from the car which is used in varying degrees for both business and pleasure. I am confident it is necessary, if the motorist is to secure anything like equitable treatment when the Luxury Tax comes to be discussed in Parliament.

An addition to the larder in these days of food restrictions is, naturally, welcome; and when the addition is such as Obayo Sardines, a delicious and nourishing food, it is of wide interest. Before the war these sardines were exported to other countries, and war difficulties necessitated the finding of another market. The difficulties have proved of advantage to the public, as Obayo Sardines, the name under which these sardines are now sold, are genuine sardines. They are of delicious flavour, as only the best

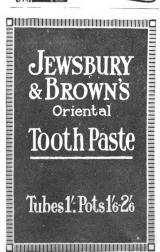
of the catch are used, and packed in pure oil. They are imported by Field and Co., (F.M.) Ltd., of King William Street, E.C.4.

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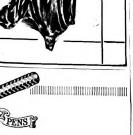
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Health, said the poet Herrick, was the first good lent to men. But the strenuous conditions of modern life

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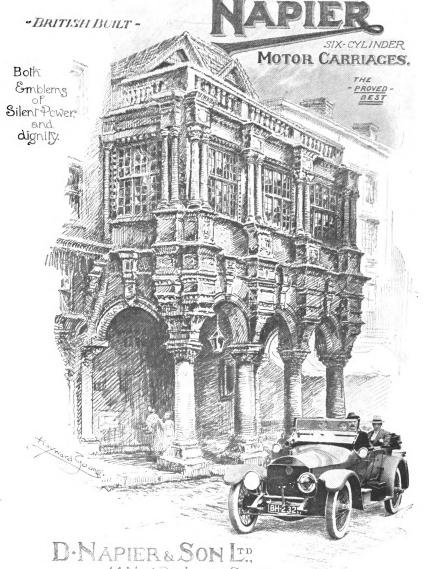
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is a luxury to use; delicately perfumed, gratefully sosthing and healing, it promotes the healthy bloom of youth to the cheek, and a soft white smoothness to hands, neck, and a rost white smoothness to hands, neck, and arms—beauty. You may safely rely upon the absolute purity and monerous properties of this superior preparation, famous for over 80 years. Of Chemists and Stores, in 2/p and 5/2 sizes, or from A. ROWLAND & SONS, 67, Hatton Garden, London, E.C.



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You will feel young and full of vigour if you take **Carter's Little Liver Pills.** Keep them on your dressing table and take a dose the moment you begin to need a liver and bowel regulator.

Don't wait for dizzy, bilious headaches, disordered stomach or sallow, blotchy skin to trouble you. Be well all the time!

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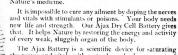
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of every weak, sluggsh organ of the body.

The Ajax Battery is a scientific device for saturating the nerves and vitals with a steady, unbroken current of electric life without the least shock or unpleasant sensation. The Ajax Battery builds up vitality and strength, and gives to every weak and inactive organ the power to do its work properly as Nature intended. When your body has sufficient electric energy to satisfy the demands 6. Nature, weakness and disease cannot exist.

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## "DON'T CAMOUFLAGE"



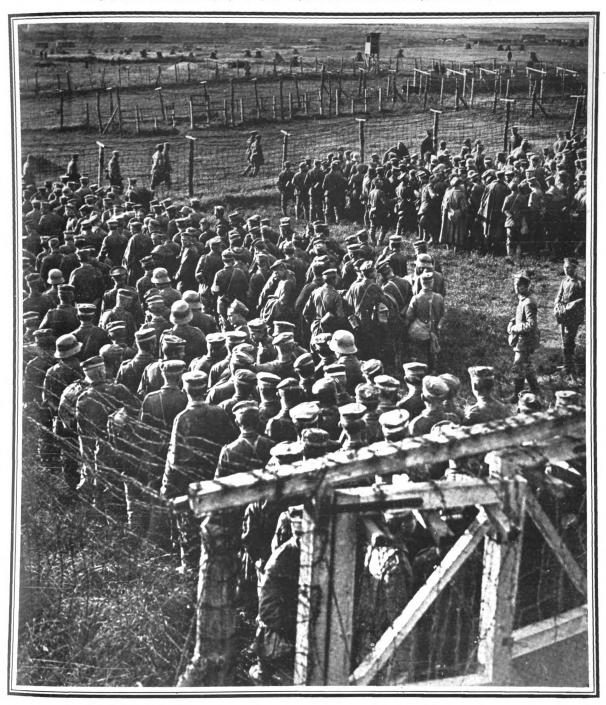
# BEECHAM'S PILLS

BRING HEALTH, AND ENSURE GOOD LOOKS.

No. 4143. - VOL. CLIII.

SATURDAY, SEPTEMBER 14. 1918.

ONE SHILLING.



SOME OF THE 75,000 GERMANS CAPTURED BY THE BRITISH FORCES SINCE AUGUST 1: A TYPICAL SCENE IN THE PRELIMINARY COLLECTING-CAGES.

Writing on September 4, Mr. H. Perry Robinson said: "In three days we have taken nearly 15,000 prisoners, making the total taken by the British Armies alone since the beginning of August over 70,000." On September 8 Sir Douglas Haig reported: "The number of prisoners captured by British troops during the first week of September execeds when the september of the Day of September 10,000," and in a Special Order of the Day of September 10 he recorded the capture of



By G. K. CHESTERTON.

A FEW days ago I received the hint of a possible misunderstanding, touching a matter about which I should certainly desire to be understood. It is only a matter of names; but it is hideously stupid to despise names, especially when they are also nations. It concerns the question of the use of the words "English" or "British," especially when they are supposed either to include or to ignore the word "Scottish." Now I do not claim, writing currently about complicated things, that I always use the word "English" rightly. But I do claim that I do not use it wrongly in the sense in which such critics commonly suppose it to be used wrongly. First, I do not, whatever else I do, neglect the special national claim of the Scots. And second, I do not, whatever else I do, use the term for the mere purpose of ex-

alting the English. In fact,

generally speak-

ing, when I say

England I mean

England; I do

not by any means mean

any special

merits of Eng-

land, nor do I

give it the

right to ab-

sorb the special

merits of Scot-

land. If I say,

for instance,

that Dickens is

very English, I

certainly mean among other

things that he

is not at all

Scottish. I can-

not conceive

Micawber as

Macawber, or Dingley Dell

transferred to

the mountains



PRESENTED TO EACH JEWISH RECRUIT:
AN ANCIENT ROMAN MEDAL REVERSED
TO SYMBOLISE THE LIBERATION OF
PALESTINE.

PALESTINE.

The Romans, after conquering the Jews, struck a medal showing Palestine as a woman in chains about to be pierced by the sword of a Roman solder. On the new medal presented to Jewish recruits in Palestine the symbolism is reversed: the woman's chains are broken and the soldier is running away. The inscription, "Judea Delirered," reverses the meaning of that on the Roman medal.

Official Photograph.

as Glen Dingley. But it also means that there is nothing whatever English in the genius or even the geniulty of "Auld Lang Syne" or of "The Antiquary."

But I am very far, as I have already said, from confining my list of things typically English to things typically admirable, especially so universally admirable as the humour and humanity of Dickens Thus, if I say that snobbishness is an English fault, I mean it is an English fault; I do not think it is especially a Scottish fault. It is true, I am convinced, that the English have got into a most dangerous muddle through their excessive love of compromise and contempt for logic. It is not true. I fancy, that the Scotch are particularly fond of compromise; and it is certainly not in the least true that they are indifferent to logic. I happen to hold that both these English defects, the sentimental worship of wealth and the sentimental confusion of thought, are due to England having had no popular theology. But the Scots certainly have had a popular theology, though some of the simple English may be a little puzzled about why on earth it should be popular. In short, I plead not guilty to the general charge of regarding Scotland as a part of England, or as anything but another nation exceedingly different from England. I write in this matter as a Nationalist and not an Imperialist; and my patriotism

is chiefly employed in pleading for England as a neglected, and sometimes even an oppressed, nationality.

But, of course, it is true that considerable complications arise when we speak of the armed unity of these nations in a great war. The chief complication arises when such a group of nations follows some course in which it really is under the historic influence of one of those nations. There are cases where we should say "German," and other cases where it is more natural to say "Prussian." Thus we should say that the Germans are coarse and clumsy, because they would be coarse and clumsy if Prussia had never existed. But we should say that the Prussian is imperious and ambitious, because it is he alone who has made other Germans so. Transferring this distinction to our own (fortunately more amiable) differences, there are things both good and evil in which the English happen to have led the way, even where many whom they have most successfully led have been Scottish or Irish. For instance I fancy it is quite fair to talk of the English tradition of adventure on the sea, because the tradition had really attracted the notice of the world, in men like Drake and Hawkins, before England was united with Scotland at all. But it would be a plain lie to say that the tradition of a fine infantry, fighting in formations like the square, was a purely English tradition. For that had really been a Scottish tradition, from the clumps of pikemen at Falkirk to the Highland squares at Waterloo. It may sound a little quaint, but there would really be a case for talking about the British Army and the English Navy.

It is broadly the fact that our foreign policy has been that of England; but I am far from sure that the fact involves any compliment to England. The squirearchy of South England combined with the squirearchy of North Germany against the French and Irish Revolutions, in the days when we had not discovered that the German word for squire was junker. The squires of South England fought gallantly and figure honourably



THE ARCH-BOLSHEVIK RECENTLY SHOT BY TWO WOMEN: " N. LENIN"  $(ALIAS\ VLADIMIR\ ILLITCH\ OULIANOFF).$ 

The Bolshevik leader was shot and wounded by two women revolutionists (one Dora Kaplan) in Moscow on August 30. Accounts of his coudition have since been fluctuating and conflicting. His real name is Vladimir lilitch Oulianoff, "N. Lenin" is his revolutionary pseudonym.

in history. But, touching the truth about the whole trend of Europe, it might have been better if some other branch of the British system had determined our choice. I seriously think we should be stronger to-day if we had shared the mediæval sympathy with the French which was the mark of Scotland, or the more modern sympathy with the French which was the mark of Ireland. A peasant owning and tilling his field in the most

desolate extremity of Connemara is more like a peasant in the orchaids of Normandy or the vineyards of Champagne than he is like an agricultural labourer in Suffolk or Essex. Unfortunately for the British group, it was its least Continental part that decided its Continental policy. We gained the sympathy of the Germans, who were really our rivals, at the expense of straining the sympathy of the Scots and



THE MAN WHO SANK THE "LUSITANIA":
THE LATE KAPITÄNLEUTNANT
SCHWIEGER.

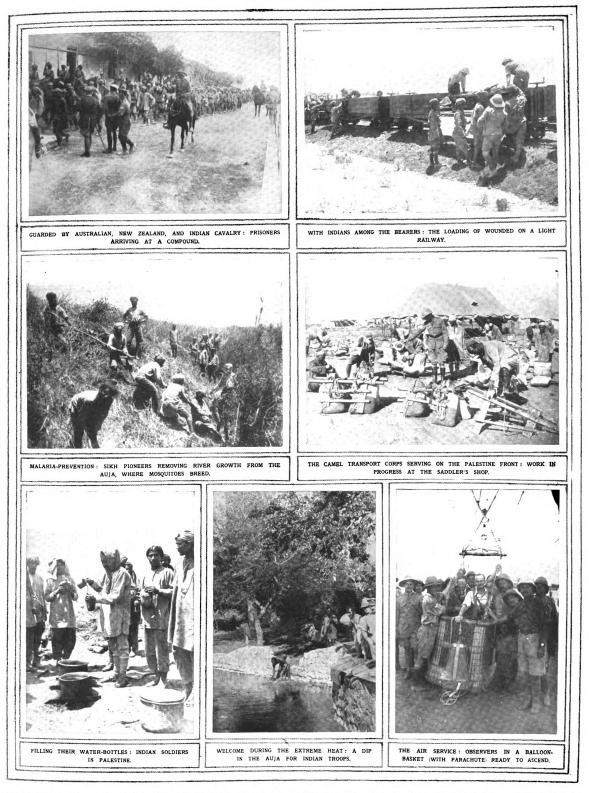
In the list of 150 U-Boat communders, published by the Admiralty with particulars as to their fate, it was stated that Kapitant. Schwieger torpedoed the "Lustinai" when commanding "U 20" issunk in 1916. Later he commander "U 88," lost with all hands in September 1917. [Official Photograph.]

Irish, who were really our partners. It was a black and tragic blunder, and we have not done with it yet. From this it will be seen that, while I still think England has led in external relations, I am not eulogising England at all extravagantly in saying so.

Given this view, my Scottish or Irish friends will see how natural it is to talk of England doing this or that, in dealings with the Triple Alliance or the Turk, when the matter involved is really the mercantile, maritime, and largely aristocratic policy that can be traced from the Elizabethan tradition. But I not only think it would be improved by other national influences, I think it will be still more improved if those influences remain highly national, and even nationalist. Like Stevenson, I would have the Scot date his letters from Scotland, and not North Britain. is a particular tradition of Scotland which should be also of particular value in the struggle with cermany. As a fact, every nation has a separate quarrel with Prussia. The Scottish spirit in history, with its intensity, its romance of continual rebellion, its more or less mystical independence, its intellectual flame of the fanatic, is especially incompatible with the machinery of modern Prussia, which rules out all rebellion and breaks the back of all individual dignity. For Prussia is the foe of all freedom, whether of the good fellow who wants to do as he likes, or the enthusiast who wants to do as he All colours are washed out in the highly dislikes. efficient Prussian laundry; and none would fade more sadly than that very unmistakable colour of Scotland, which is at the first glance grey, and on a closer glance purple.

#### IN PALESTINE: INDIANS; ANZACS; CAMELRY; R.A.F.; MALARIA.

EGYPTIAN OFFICIAL PHOTOGRAPHS.

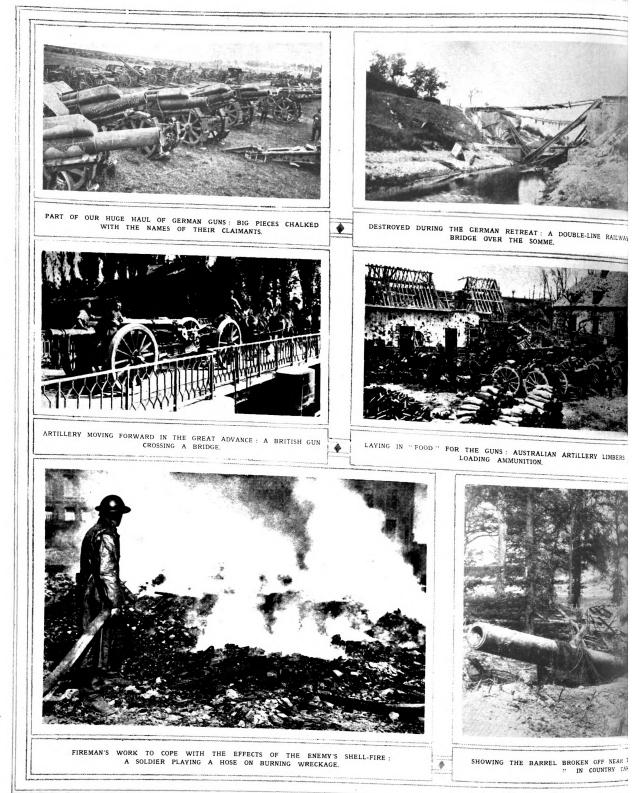


At the moment of writing, the latest official report on the Palestine Campaign was that published on September 5, stating that "since August 14 activity has in the main been confined to acrial bombing raids against the enemy establishments on the Hedjaz Railway, patrol encounters east of Jordan, and raiding enterprises against the enemy's advanced lines," On August 28 Mr. W. T. Massey wrote: "During the past few weeks the air force in Palestine destroyed 11 German machines and drove down 6. . . . Twelve

Distinguished Flying Crosses have been awarded to the Australian squadron in the month." Writing on August 29, Mr. H. S. Gullett, official Australian correspondent, said: "The summer spent by the Australians in the Jordan Valley is the severest since the crossing of the Canal. The heat has been extreme. . . The highly successful campaign for the prevention of malaria, conducted by the medical service, alone made the Valley habitable."

#### THE GREAT ADVANCE: OUR 757 GERMAN GUNS; BRITE

BRITISH AND AUSTRALIAN ()



Our gunners have played a splendid part in the great advance. "The barrage that was opened at 5 o'c'ock this morning," writes Mr. J. F. B. Livesay on September 2, "was the most intensive, and represented the heaviest collection of artillery, heavy and light, seen in this war. . . . Hardly had the show opened when field-batteries galloped over ground where but a few minutes before, infantry had stood at attention waiting for the word to go in." The number of German guns captured by the British forces alone, apart from the French and American, has been enormous. An official British communique of September 1 stated: "In the month of August . . . we have taken 657 German guns, including over 150 heavy guns. Cree 5750 machine-guns and over 1000 trench-mortars have been counted." Besides these, there was an immense quantity of various other war material. On September 5, again, Sir

## JNS IN ACTION; FISHING BY BOMB; A GERMAN DOG.



Haig reported that over 100 guns had been captured during the first four days of this month, thus bringing the total from August 1 to September 4 up to 757 and more, the photograph of a captured messenger-dog, we may recall that a Reuter correspondent wrote the other day: "The latest dodge on the part of the Huns is to supplement their with dogs. A fair number of these have been seen and heard in the enemy trenches, and a captured order, signed Ludendorff, describes the manner in which they are to be Only animals of a particularly ferocious character are employed. These are to go out with patrols and seize our men. It is very probable that their barking will bring the patrol, and there is reason to suspect that Fritz has had occasion more than once heartily to curse his canine reinforcements."

#### BAILLEUL.



WE had walked from Meteren toward the eastern end of the Oultersteene Ridge, along a line of tienches that had at daybreak been the British front line.

"Where were the trenches the Germans evacuated this morning?" I asked the officer whose permission to accompany his tour of inspection of the "situation" had brought me so far forward. "The Boche is tired of trenches," was the reply. "He laboriously makes 'em only to have 'em cruelly knocked about. Trenches invite our gun fire, the accuracy and profusion of which make a defined trench line a place to be shunned. Brother Boche has taken to little individual dugouts, which afford him better protection and are less likely to be discovered by the air folk."

Bailleul lay not far distant, in front of us. Our patrols, a messenger said, were through it, or at least on the far side. We followed after them. Both of us remembered Bailleul in October 1914, when Pulteney's Third Corps pushed up the main road from Fletre and Meteren through Bailleul to Nieppe and Armentières. Our division was then in Pulteney's Corps. Bailleul long housed the headquarters of two British Army Corps. When,

#### By FREDERIC COLEMAN.

in 1914, we first rode through it, on the tail of the retreating Saxons, we found it dirty, ransacked, but by no means demolished. The Germans had left a hospital full of their wounded as they fled from the town. A few days ago, as I picked my way about its littered streets, I could with difficulty recognise the most familiar of its buildings we knew so well in the earlier days of the war.

Bailleul, as a city, was no more. The area about the railway station was a waste of shellholes in piles of débris. The house where once General French used to hold frequent conferences, at what was then General Rawlinson's headquarters, was flat. Down another road a gutted, burnt-out, shell-smashed line of buildings, with just sufficient wall intact to show where once stood, marked the house which long served as General Smith - Dorrien's headquarters. The square, so well known to tens of thousands of British soldiers in 1914, 1915, and 1916, was no longer a square. The fine town hall and the big church not far distant were two smashed mounds, heaps of wreckage of all sorts. Rude German sign-boards told of a shell-cellar here which would hold ten men, and one there which would shelter a score. Save for these underground vaults, not one building in all Bailleul offered sufficient shelter to house a battalion headquarters. The great vineyards under glass from which, in pre-wardays, hundreds of tons of grapes found their way to Covent Garden Market, were devastated beyond repair. Some vines still reached, with fresh green tendrils, for a hold on the wreckage of the skeleton work above them—all that was left of the greenhouses. Threading our way through what had once been a house where a famous prize variety of grape grew in abundance, we found even the vines destroyed.

The Germans were shelling the town at intervals, as we walked through it. The nasty bump of 4.2 high-velocity projectiles exploding near by seemed added insult to the stricken city. Incidentally, it gave me the familiar feeling of gooseflesh between the shoulder-blades, a homely reminder of days gone by. Bailleul is clead. It committed no crime save that it was in the path of the Hun. I would like to see a German town that had been executed in reprisal. I would like to bring the inward meaning of war to the Boche at home in Germany in the way it has been brought home to the poor people of Bailleul. There is true justice in righteous retribution.

#### THE LITTLE SHIPS OF ENGLAND. By E. B. OSBORN.

HAVE hit upon the best way possible of spending the in-and-out holiday which is all a "literary gent" can hope for in war-time. The idea is to pay flying visits to various parts of the sea-coast (avoiding the overcrowded holiday resorts. of course), and make a study of the little vessels which are at home there. A great authority on the subject tells me that there are over a hundred types of small fishing and fetch-and-carry vessels which are peculiar to this island, and constitute the most convincing proof imaginable of our national genius for seamanship and seafaring contrivances. Each stretch of the circuit of our narrow seas, it would appear, has the little ship which is best suited to local conditions and the work it has to do; while the necessity of economising labour-for even in peace-time the fisheries and the coasting traffic are short-handed-is a common factor that makes for the maximum of efficiency at the minimum cost in man-power.

Hence the various sea-borne sayings to the effect that "one jolly Englishman" can beat so many foreigners (it would be impolite in these days to particularise), which do not merely refer, as most people think, to our man-for-man superiority in warfare. They were no more than bald state-

ments, in the first instance, of the undeniable fact that an English sailor or fisherman, thanks to his inventiveness, self-discipline, and well-salted common-sense, could do more work and do it better than a whole gang of assorted Dagoes.

The Thames sailing-barge was the first little ship of England which-I mean who-suffered herself to be admired. She can be seen anywhere from Ymuiden to the Land's End; she is not too proud to fetch and carry anything anywhere. But her happy trading-ground is the maze of shoals, swatchways, channels, and tricky tides called the Thames Estuary. Her average size is from 100 to 120 tons burden, and she is the largest sailingcraft in the world which can be handled by two men, or- as often happens nowadays-by the skipper and his wife. With leeboards up, she draws about three feet when light and six feet when loaded, so that Essex sailormen say, "She can go wherever it's damp enough to wet your boots." The sandbanks and mud-banks have no terror for her; she finds shelter behind them in heavy weather, and rests like a blessed duck on top of them when the tide runs out. It is the most amazing sight to see her working to windward, with trusses of hay piled up on deck fifteen feet high, through the busiest of all the world's waterways—nobody has ever explained how she does it! Her mainsal is set on a spit and remains permanently up, being brailed up like the double curtain at a theatre; and her large topsail can be controlled from the deck. Hence the ease and economy with which she can be handled. Everywhere in the broadening reaches below the bridges which seemed to the French poet—

Une marce infecte, et toujours avec l'onde Apportant, remportant, les richesses du monde,

her red-brown sails are a note of heartening colour on grey, gloomy days. And she has the beauty which is possessed by every human contrivance which fulfils its useful function without fuss. What the small up-creek places along the Thames thoroughfare would do without her in these days of inadequate railway transport I cannot think. She is the most useful of all the fetch-and-carries among the Hundred Little Ships. But she is not gregarious—like the beautiful little oysteryawls of Whitstable, fifty moving like one against a pellucid grey-blue sky, which is the most entrancing spectacle to be seen along the Estuary. They, and their occasional companion the borley, and the oysters they procure for us, shall furnish forth another essay.

#### FINANCIAL AND ECONOMIC AID FROM INDIA. By ST. WIHAL SINGH.

W ERE a list compiled of the gifts in money and kind made from time to time by Indians in various walks of life, to aid in the prosecution of the war and for the relief of wounded heroes and suffering populations, the British imagination would certainly be deeply touched. From the commencement of hostilities to this day Indians of all classes, down to the school-children receiving from their parents a meagre allowance for pocket-money, have shown a generosity that is unexcelled in any part of the Empire or the Allied world. Women have not fallen behind men, and have often, in addition to money, contributed the labour of their hands in the shape of garments, socks, and sweetmeats for the men who have risked their lives in the cause of the Empire and freedom.

The Indian heart is peculiarly susceptible to human and animal suffering, and, therefore, most of the Indian contributions have been for medical relief—for lavishly equipped hospital-ships, motor-ambulances, convalescent homes, homes for incapacitated soldiers, and institutions for teaching crafts to men blinded or otherwise maimed in war. But every necessity of Britain has made its own appeal to Indians, who have loosened their purse-

strings to provide fleets of armoured aeroplanes to fight the Hun raiders, and means to overcome the submarine peril. Indeed, the most striking characteristic of any representative list of Indian gifts would be the vigilance with which Indians have followed every phase of the constantly shifting war situation, and have sought to meet each emergency as it arose.

Besides gifts, India has been generous in lending money. As the Secretary of State for India recently acknowledged, more than £50,000,000 has already been realised in the shape of War Loans. India has further raised £30,00,000 in the form of Treasury Bills to finance war expenditure in that country. The Indian unit of money is only one-fiteenth the value of the pound, and anyone who wishes to form a correct idea of India's financial effort must, therefore, multiply these amounts by fifteen. These Rs.1,20c,000,000 have, moreover, been contributed by a population whose average income is, according to official estimate, but 14d. a day.

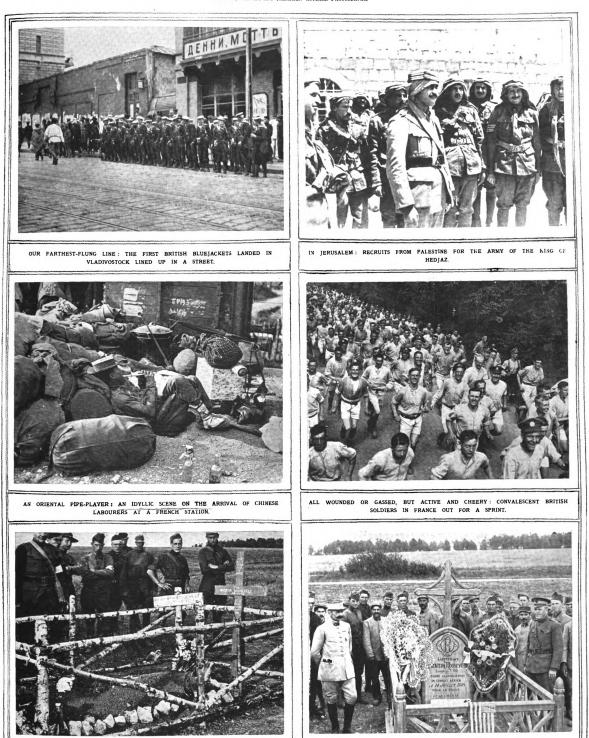
Few loaves of bread have been consumed in this country that did not contain a certain proportion of Indian wheat. Last year alone India sent

1,383,000 tons of wheat to Britain and her Allies. Much of the tea consumed in this country during the war has come from India, and it is expected that she will, during this season, send over 250,000,000 lb. of this commodity. Few boots do not have uppers made of Indian leather. India has also contributed her quota towards the wool and clothes made in these isles during the last four years. Jute (which is India's great monopoly) and cotton (of which India raises quantities only second to the United States of America) have both played an important part in warfare on land and sea.

Situated as India is about midway between Britain and Australasia (and South American countries), her exports have enabled the Allies greatly to conserve their tonnage. The recent speeding-up of industrial operations, which has already enabled India to munition Mesopotamia and Palestine largely without outside aid, are enabling her still further to save shipping by sending manufactured and partly manufactured goofs instead of bulky raw materials. These operations are also releasing British labour that would otherwise have to be withdrawn from essential industries to produce goods that can just as well be made in India.

#### FROM FAR EAST TO NEAR WEST: SCENES OF THE WORLD WAR.

BRITISH, FRENCH, AND AMERICAN OFFICIAL PHOTOGRAPHS.



In a message from Vladivostock of August 3, a "Times" correspondent said: "The British contingent landed here this morning. Considerable public interest was shown, and the troops had a friendly reception." Our photograph shows British bluejackets outside the Vladivostock branch of Messrs. Denny, Mott, and Dickson, of Fenchurch Street, whose name is seen in Russian letters on the building.— In Jerusalem and Jaffa great enthusiasm prevailed at the opening, last month, of recruiting offices for the enlistment

BURIED BY THE GERMANS WITH MILITARY HONOURS AT THE SPOT WHERE HE FELL: LIEUT. QUENTIN ROOSEVELT'S GRAVE AT CHAMERY.

of Palestinian Jews.—The inscription on the grave of 1st Lieut. Quentin Roosevelt, son of the ex-President of the United States, records that he was killed in an air fight on July 14, 1918. He was one of an American squadron flying over the German lines north of the Marne, and showed great courage and persistence in attacking the enemy's machines. A Reuter account stated that he was shot through the head in a duel with a German aviator, and fell near the village of Chamery, some six miles north of the Marne.

AFTER IT WAS RECONSTRUCTED BY THE AMERICAN TROOPS: THE GRAVE OF LIEUT. QUENTIN ROOSEVELT.

#### VIII.—EDUCATION, "WAR-MODIFIED," IS DOING GREAT THINGS.

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By Edward Marshall.

"THE mass of the people?" an American said to me recently. "Presently the term won't find anyone to fit it in America. We are developing the individual over there. There is a chance somewhere, some time, for every man and every woman in the United States, and we are trying so to train each one of them that he or she will be prepared to take advantage of it when it comes."

Extraordinary things are being done. For one example, it is one of the real worries of that Uncle Samuel who now has so many nephews fighting with the Allies that, through their patriotic service to their country, these youths may lose more of the advantages of civil life than actually is necessary. In order that such personal disasters may not happen, schools are maintained on warships, in war-time as in peace-time, in which sailor lads may learn such

specialties as may be most useful to them when they leave the service. Many a lad, when he completes the term of his enlistment in the American Navy, goes ashore far better equipped for technical electrical engineering, high-class carpentry work, sign-painting, or a dozen other trades, and even professions, than he could have been if he never had served his country. School, as much as drill, is a part of life on board ship for him. It was thought that it might be necessary during war-time to drop these educational courses; but, happily, this has proved not to be the case, although there may have been, from time to time, some interruption in a classroom when a German submarine has been caught sight of from above-deck.

The Army educational problem is ob-

viously more difficult, but wherever troops are massed for military training, experiments are being made and organised work is being conducted with the object of preventing as much as may be educational loss through military service.

Also, America has speeded up, rather than slowed down, on her regular educational plans. wave of enthusiasm has gone through the schooladministration of the various States, cities and towns, affecting both sexes and all conditions, and with all divisional machinery the Federal Department of Public Education is intensively co-operating. Everywhere educationalists, from the most important leaders in the universities to the humblest teachers in the graded municipal schools, are endeavouring to make the war a motive-force behind education, rather than an influence injurious to the student. "War-modified education" has become a phrase common in the American newspaper and magazine Fress. Mary D. C. Bradford, of Denver, Colorado, President of the National Education Association (a powerful body in its Federal influence) and Superintendent of Public Education for her State (such a post, I think, as no woman has ever held in the United Kingdom), translates it thus; "War-modified education in the United States means an education sensitive to the needs of national development at this particular crisis; it helps the child to train himself or herself spiritually as the patriot and lover of humanity; it results in the surrender of personal rights in favour of the greatest of all rights—that of free co-operation in the service of the Spirit of the United States."

Junior Red Cross activities have enlisted hundreds of thousands of school-children; every school has its war-savings societies, in which the reasons why money must be saved for war are taught; war-geography is more enthusiastically studied in American schools than peace-geography ever has been; war-history is built

peaces built gested for the French system will mean an immense g

WITH THE AMERICAN TROOPS ON THE WESTERN FRONT: A DETACHMENT OF ENGINEERS AND QUARTERMASTER TROOPS AT WORK IN A VILLAGE HALF-DESTROYED BY SHELL-FIRE.

It was the business of this detachment, while the fighting was proceeding, to construct from the town's ruins and their own stores a supply station and a signal office. Photograph by Topical.

into a background for all history. Of the relationship between the teaching of history in the American schools and the conduct of the war Miss Bradford recently said: "War-modified history as taught in the American schools becomes a search for causes, illustrated by the relation between the psychology and biology of the warring nations, and includes study of the teligious, philosophic, and artistic development of the races who stand for the clashing national faiths of the hostile peoples."

Hitherto most educational matters have been in charge of State and local governmental bodies, and the result has been a lack of general coherence in plan, ideals, and results in the nation as a whole. Now the "nationalisation of education" is a problem under discussion everywhere. The educational effort made by both England and France in the very midst of war-work has aroused America's intense admiration. A Voluntary Commission on the National Education Emergency was formed, and enlisted the aid of British and French,

as well as that of practically all American, experts some time ago.

Its programme has been prepared with great care, and after much expenditure of time, money, and effort. It suggests radical things, including national co-operation almost to the point of full standardisation of certain types of schools.

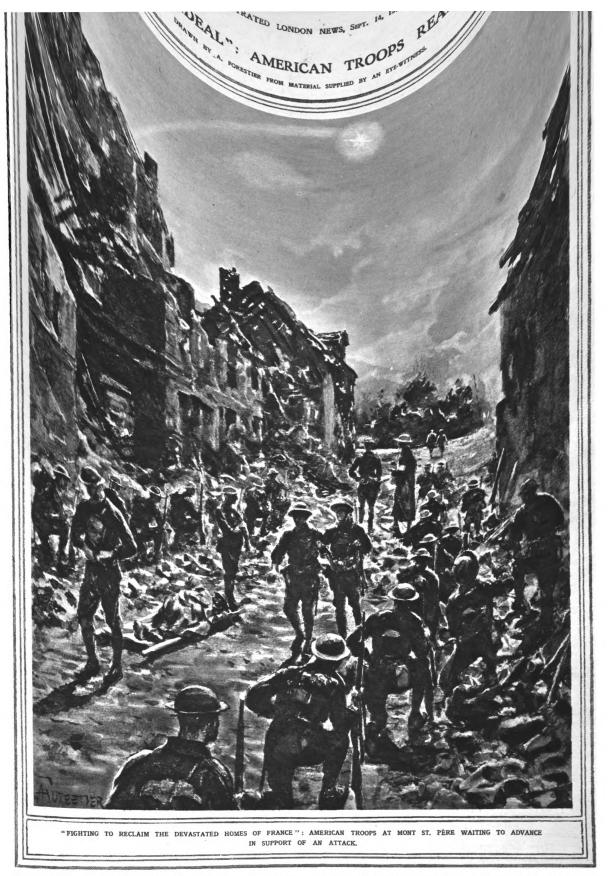
The work and the report of the Commission have been fully recognised by the Government at Washington, and great things may result therefrom. If war-modification of education results in the adoption of this large national scheme in the United States, the introduction into British schools of the vast benefits provided for by the Fisher Bill, and the changes which since 1914 have been sugested for the French system, the war of the present will mean an immense gain to the youth of the

future. An effect of the war-modification of education already accomplished in America is the elimination of injustice to England and the British generally from all American publicschool histories and other text - books. These, as they existed before the war, often were very glaring; and careful tracing of their authorship in some instances seems to indicate a very clever anti-British pro paganda engineered and secretly carried out by those of German sympathies.

When I was a small boy, attending a school in a New York State town, I was taught to regard the British as an arrogant, unprogressive, anti-democratic, selfish, king-ridden people. Coming to England in 1894, I found here a prejudice against America as strong as the prejudice against England

which I had left behind me. Learning to love and admire England and the British, almost against my will, I began to work when I could, in American newspapers and elsewhere, against some details of prejudice almost twenty years ago, although at just about that time I heard the American flag bitterly hissed in a music-hall here, and learned that the average British school-child neither knew nor cared what that flag looked like.

Recently I presented an American flag to a great London Board school, and since then have received word that a celebrated American will consider in a friendly spirit my suggestion that he send one to each school of every kind in London, so that their pupils, upon proper occasions, may see the ensign of their blood-brethren who are now also their Allies. I am sure the Union Jack would be as proudly cheered in most American schools as the Stars and Stripes was in that British school to which I gave it on the occasion of our recent anniversary. The presence of such flags in the American schools would be a detail of war-education there very much worth while.



"No words of mine," said Lord Reading, during his recent visit to the Front, to the American troops who captured Ruvigny, "can express my feelings and the feelings of the British and French troops, to have you over here fighting for the great cause. It is magnificent. You have come over here 3000 miles. You are here ready to risk your lives and you are fighting for an ideal, the highest ideal of man, an ideal of justice and liberty. . . You have only to look at the map to see what America is doing. But there is something more than your own achievements. There is the inspiration which

your presence affords to the British and French who are fighting with you to reclaim the devastated homes of this land of France. . . When the history of this war comes to be written, I am sure it will be said that when the American troops began to pour into France by the hundreds of thousands per month, then the change came in the situation, then liberty came nearer with every advancing movement of your troops. 'The particular action here illustrated took place recently. The men seen are in the village of Mont St. Père awaiting the signal to advance and relieve troops.—[Drawing Copyrighted in the United States and Canada.]

#### OUR CANADIAN AVIATORS.

By C. G. GREY.

RECENT paragraphs in the daily Press seem to indicate that a Canadian Flying Corps is about to be formed, presumably as a branch of the Canadian Army rather than as a section of the Royal Air Force. The effect will be watched with interest, for there are so many thousands of Canadians in the R.A.F. that if they are taken out to form the body of the new Corps they will leave serious gaps in the composition of the R.A.F. It is possible, however, that, if and when the

And, in another sense, it was one of the columns which supported the fabric of the Roman Empire. Certainly our Colonial aviators have proved to be columns of strength which have supported our Flying Services in their time of need.

However, our Canadian aviators have been perfectly wonderful on active service, both at sea and on land, and they have provided their full share of commanding officers. Certain Canadian

squadron commanders have become al-A certain aerodrome pitted with enormous



it was impossible to put the fires out. Suddenly, in the midst of the bombing, a British fighting machine of the fastest kind was seen to land in the light of the blazing sheds. Out of it there descended a Canadian squadron commander, who was O.C. an aerodrome some miles away. He

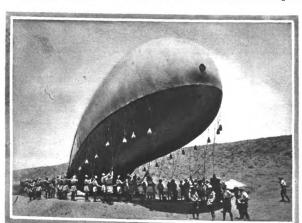
strolled casually up to what was left of the officers' mess and explained that he had seen the fire from his own aerodrome, and had flown over to see whether he could be of any use, in case any of the senior officers happened to be hit. He had taken up a supply of ammunition with him, and had used it all to good purpose on the bombing-machines-though that did not come out till afterwards. All this affair was no business of his for according to the strict military view, he ought to have been with his own

squadron; but as his people were at peace for the time, being a daylight fighting squadron, he thought he would like to come over to help the war. Also, he was not himself a regular night-flying pilot, and his machine was not a night-flying machine. Having explained himself, he set to work to be useful. Several officers had become casualties, so he organised parties to put the fires out, he emptied magazines which were in danger of blowing up, he cheered

the weary men, he patched up the wounded and put new heart into them-in fact, he did everything that the casualty officers would have done if they had not become casualties. And, when daylight came and the Huns ceased to come, he clambered into his machine and flew back to his own aerodrome to begin his regular day's work. But from that day everyone who was at the bombed aerodrome, from the C.O. down to the most junior air mechanic, swore by that Canadian squadron

The initiative and perseverance of the modern Canadian aviator are only what one might expect when one recalls that a Canadian was, fact, one of the world's pioneer aviators. Few people except those concerned with the earliest days of flying know the name of the first Canadian aviator, Mr. J. A. D. McCurdy; yet he probably did more flying than any other aviator in the early days. During 1908-over ten years ago, if you please-he was concerned with Mr. Glen Curtiss. Professor Graham Bell (of telephone fame), and Mr. Baldwin in aeroplane experiments in the United States, as rivals of the famous Wright brothers. They built a couple of biplanes with Curtiss engines which flew surprisingly well for their period. When, at the end of 1908 flying experiments practically ceased in the United States for the winter, Messrs. McCurdy and Baldwin took one of these machines to Nova Scotia, fitted it with skids instead of wheels, and proceeded to fly it off and on to the ice of a frozen harbour. They kept a careful record of its performance, and it worked out that by the end of the winter they had flown over a thousand miles in short flights of three or four miles at a time.

Considering that at that date nobody in England had flown more than a few yards, and that even the Wrights had not totalled anything like such a distance on one machine, Mr. McCurdy and Mr.

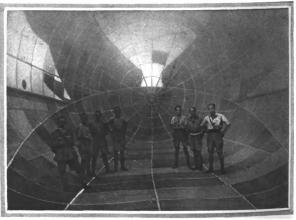


WITH THE FORCES IN EGYPT: A BALLOON COMPANY RELEASING A BALLOON FROM ITS MOORINGS.—[Egyptian Official Phenograph.]

Canadian Flying Corps is formed, it will become a part of the R.A.F., forming a brigade, or thereabouts, composed entirely of Canadians.

For quite a time there has been a strong feeling in Canada in favour of having, at any rate, purely Canadian units in the British Flying Services, long before the R.A.F. came into existence; and it is rather astonishing that such units have not been formed. Here and there one comes across squadrons composed almost entirely of Canadians, but hitherto they have not been specifically known as Canadian squadrons. Some months ago it was made public that there exist in Canada several big training schools, under the command of experienced R.N.A.S. and R.F.C. officers, and that the pupils trained there are sent over to this country as finished pilots who only require instruction in the latest methods of reconnaissance, bombing, and air fighting, to be able to take their places at the front alongside the best of our home-

One gathers that in Canada itself the R.F.C. was known officially as the Imperial Royal Flying Corps, so as to convey to the Canadians the idea that the R.F.C. was an Imperial affair, of interest to all the Overseas Dominions, and not a purely British organisation. The notion was excellent and one feels sure that the Royal Air Force would be known as the Imperial Air Force but for the unfortunate tact that, as a Constitutional Entity, there is no such thing as the British Empire. King George is "King and Emperor" by right of being King of the United Kingdom of Great Britain and Ireland and Emperor of India, not by right of the British Empire. Perhaps this strange anomaly may be put right when we have that Imperial Parliament about which we have heard so much. En passant, why do our Overseas soldiers, including aviators, object to being called Colonials? It always seems to me that the title is one of which to be proud. A Roman colonia was the station of a column of the Roman Army.



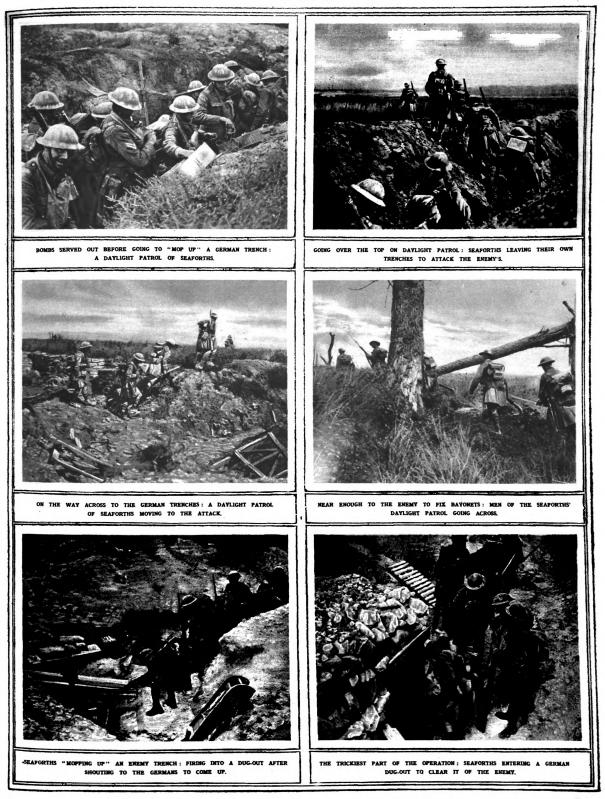
WITH THE FORCES IN EGYPT: OFFICERS AND MEN INSIDE THE ENVELOPE OF AN OBSERVATION-BALLOON.

It will be noted that the officers and men are bootless, for obvious reasons.—[Egyptian Official Photograms]

Baldwin have every right to be considered among the " great great ones " of aviation. Mr. McCurdy's invincible modesty and his devotion to simple hard work have prevented his name from becoming well known, but it will be of interest, even to readers who now see his name for the first time, to know that he still flies, and that quite recently he was running a flying school and an aeroplane factory — albeit a branch of an American factory-in Canada.

#### THE GREAT ADVANCE: SEAFORTHS IN A "MOPPING UP" EXPEDITION.

OFFICIAL PHOTOGRAPHS.



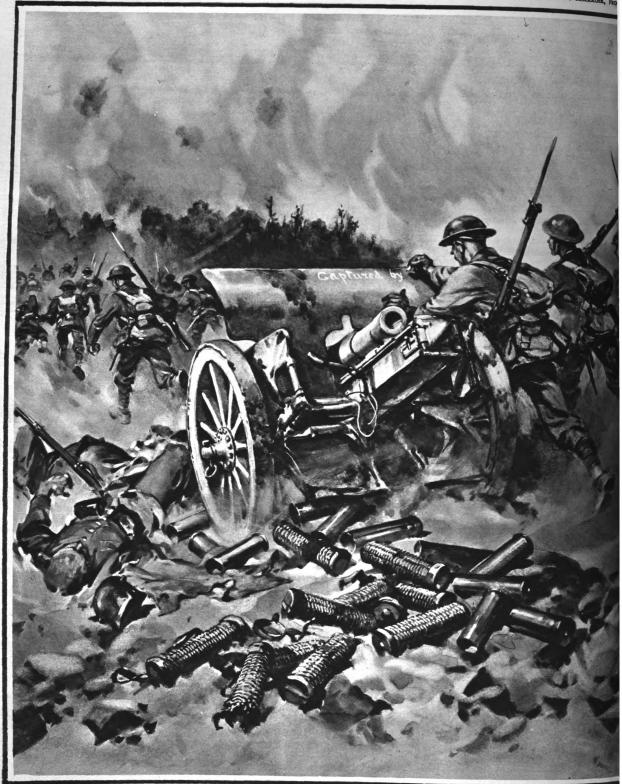
Scottish troops have, as usual, played a very gallant part in the recent fighting on the Western Front. In these photographs a daylight patrol of the Seaforths is seen engaged in an operation commonly known as "mopping up" a German trench. The various stages of the process are illustrated, the initial serving out of bombs, the departure "over the top," the advance across No Man's Land, and, finally, the party clearing the enemy's dug-outs, first shouting into them a summons to surrender, and firing down them to

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make sure there is no treachery at work below. Many prisoners have been taken in this way. As may be imagined, the task requires great courage and nerve. Describing it in one of his recent despatches, Mr. Philip Gibbs says: "Last night, as on Friday night, the methods of old trench warfare, with its close, nagging fighting by bombing down trenches and struggling for yards of ground, were resumed." This was in the region about Bullecourt. Later, an allusion is made to the splendid fighting of the Highlanders

## THE GREAT ADVANCE: OUR ATTACK ON LOGEAST WOOD-

DRAWN BY H. W. KOEKKOEK, FRO



#### STOPPING TO CHALK HIS BATTALION'S NAME ON A CAPTURED GERMAN HOWITZER:

During our advances on the Western Front there is generally a race among the men near it fell. The drawing shows an instance that took place in the attack on Logeast Wood, on the morning of August 21. "The large Logeast Wood," writes Mr. H. Perry Robinson the morning of August 21. "The large Logeast Wood," writes Mr. H. Perry Robinson to the large Logeast Wood," writes Mr. H. Perry Robinson to the large Logeast Wood, which were the sea, and dipoing down.

a captured enemy gun for the honour of marking upon it the name of the battalion to which one of the places captured on the first day of General Byng's advance north of the Ancre in his account of the fighting, "was a formidable obstacle in our road, and the whole ground approximately, to 300 ft. Behind these villages and the wood and undulating ground the old

## RACE TO APPROPRIATE THE BATTALION'S TROPHIES.

TERIAL SUPPLIED BY AN EYE-WITNESS.

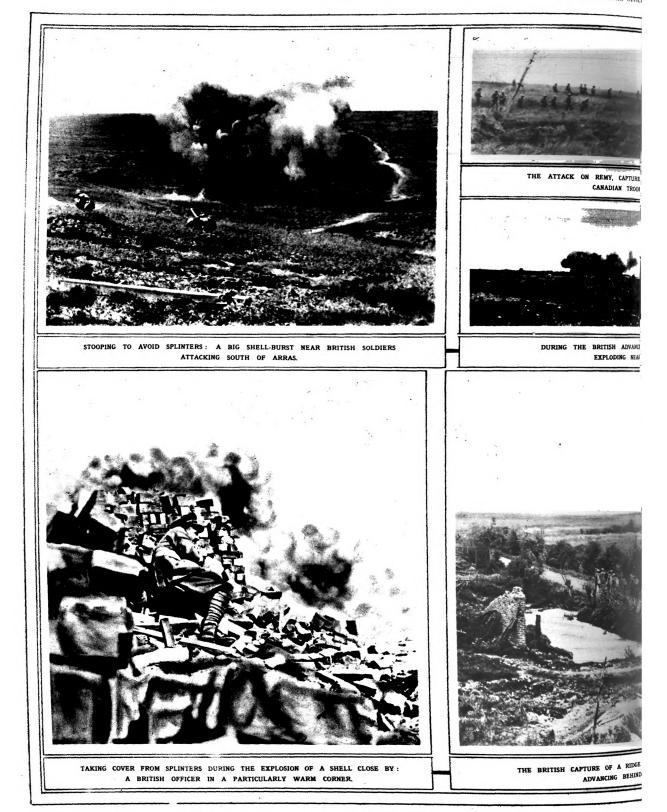


BRITISH SOLDIER PERFORMING A TASK FOR WHICH THERE IS GREAT COMPETITION.

Albert-Arras railway runs almost due north and south just beyond Moyenneville, Courcelles, and Achiet-le-Petit. . . The whole terrain was very difficult for direct attack, but we seem to have prospered everywhere." Writing the day after (i.e., August 22) Mr. H. W. Nevinson says: "Prisoners taken in Logeast Wood, which was expected to give far more trouble than it did, report that though their part of the German Army is in good condition and well fed, there is a great shortage of first lieutenants, which proves that the best young blood of Germany is being drained."—[Drawings Copyrighted in the United States and Conada.]

#### THE GREAT ADVANCE: BRITISH TROOPS IN MOVEMEN

PHOTOGRAPHS-BRITISH OFFICE



What the great advance means to the individual soldier is well shown by these photographs, most of which, it will be seen, were taken in close proximity to bursting German shells. The splendid victories of our troops are apt to make us forget the perils they encounter to win them, but when thus reminded we must admire more and more the magnificent courage of our fighting men. Contrasting it with the present depression in the ranks of the enemy, as revealed by prisoners and captured letters, Mr. Philip Gibbs writes, in a despatch of September 5:
"On our side there is all the difference between one world and another—all the difference between the spirit of hope and of despair. It is utterly true to say that our men are going

#### AND UNDER SHELL-FIRE DURING THE RECENT BATTLES.

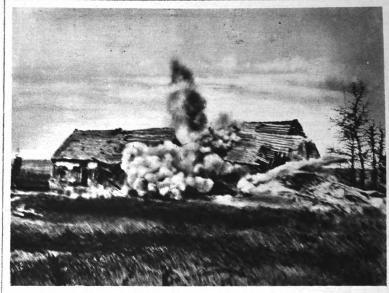
AND CANADIAN WAR RECORDS.



DURING A HEAVY FALL OF RAIN:



ON BAPAUME: A GERMAN SHELL SOME OF OUR MEN.



 $A \ensuremath{\mathsf{T}}$  meaulte, which was captured by the British on august 23 :  $A \ensuremath{\mathsf{GERMAN}}$  shell bursting,



HE NORTH: A PARTY OF OUR MEN REEPING BARRAGE.

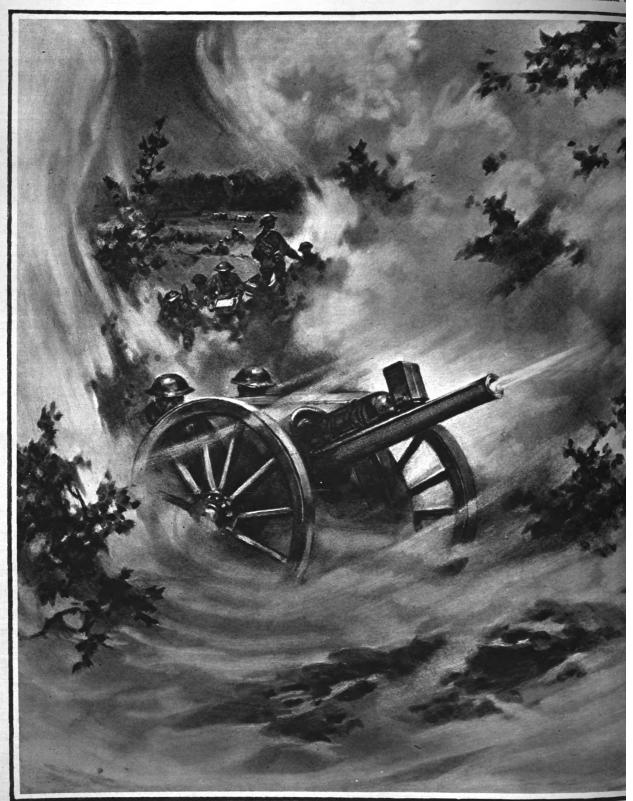


SHIRT-MENDING UNDER DIFFICULTIES: A BRITISH SOLDIER OUTSIDE A CAPTURED GERMAN HUT DISTURBED BY A SHELL DURING SARTORIAL OPERATIONS.

forward with gladness and exultation. They know the risks ahead; there is nothing one can tell them about the horrors of war; they know its fearful fatigues, the beastliness of things, the stench and dust of the battlefields, the wicked snap of machine-gun bullets, and the howl of high velocities. But in spite of all that they are marching forward with fight in their eyes and cager looks, and whole armies are on the move with a grim kind of joy. It is an astounding pageant, these hundreds of thousands of men — English, Welsh, Canadians, Scottish, and Australians—all moving, in a long reaching tide, with their horses and guns and transport, along tracks over old battlefields, going forward mile by mile."

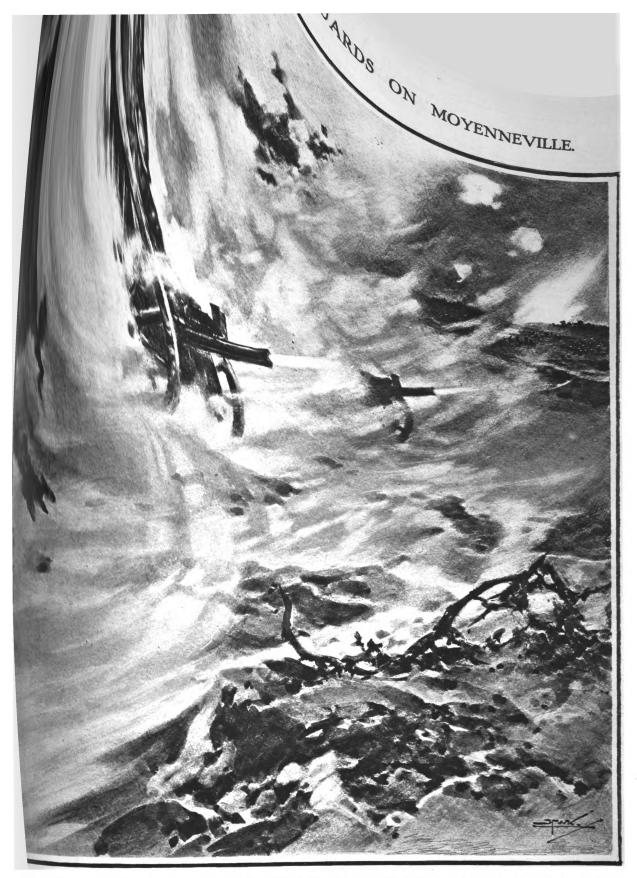
#### THE GREAT ADVANCE: THE OPENING BARRAGE COV

DRAWN BY H. W. KOEKKOEK



#### "AND THE DAWN CAME UP LIKE THUNDER": BRITISH GUNS IN ACTION, WITH TA

"The attack launched by us this morning," said a British official communiqué of August 21, "on a front of about ten miles from the River Ancre to the neighbourhor Moyenneville, has been successful. On the whole of this front our troops have penetrated deeply into the enemy's positions and have taken a number of prisoners" (state day as over 5000). "The troops engaged," writes Mr. Perry Robinson, "were all from the British Isles except a certain number of New Zealanders. Among the troops from the Isles engaged where the Guards, including Grenadier Guards, Coldstream Guards, and Scots. . . There was sharp fighting during the afternoon, but the Guards took to along the whole of their front, and pushed their posts out beyond it. They took 370 prisoners, and their own losses were light." The Guards had also distinguished



ITING, AT THE COMMENCEMENT OF THE ANCRE ADVANCE UNDER GENERAL BYNG.

eires at Moyenneville last March and April, when they splendidly resisted the German onset. In the above drawing they are seen advancing towards Moyenneville, in the light background. In the left background are some Tanks concealed behind Adinfer Wood. "Every hedge," writes an eye-witness of our attack, "had its secret cache of edguns, brought up the night before. As dawn broke, every belt of trees and every hedgerow burst into flame from the concealed cannon. Stacks of ammunition were in hedges all ready to feed them, and at 4.50 a.m. the opening barrage started into a roar, and the infantry under their cover rushed Aerodrome Trench, the high ground, and then pushed on, into and beyond Courcelles and Ablainzeville, and Logeast Wood, escorted by the Fighting and Whippet Tanks."—[Drawing Copyrighted in the United States and Conneda.]

M UCH has been said in this column, both before and since the outbreak of the war, regarding the extreme importance to the Empire of some means of fixing the nitrogen of the air. Sir William Crookes, who first drew attention to the subject more than twenty years ago, found his prophecies received with the scanty respect which

our people generally give to such prophets as do not prophesy smooth and it is only things. since the war began, and only just not too late, the Government thought of reprinting his little book on the matter. Yet it would be unjust to say that our rulers have entirely neglected it. An exhibit at the Scientific Products Exhibition, which will, unfortunately, be closed before these lines appear in print, shows

that they have at length opened their eyes to the necessity of providing some nearer source of nitrogen than the sodium nitrate deposits of Chile, and that the much-abused Ministry of Munitions has taken timely and, as it would seem, efficient steps to that effect. As will be seen.

The invention of the Munitions Inventions

Department of that Ministry as exhibited at King's College in the Strand, presupposes the possession of a large quantity of easily obtained ammonia. Ammonia, which is a gas composed of 3 atoms of hydrogen and 1 of nitrogen, and is familiar to us all when dissolved in water, can be obtained in several ways, among which is the synthetic method adopted by Germany, in which the two gases are made to combine by the employment of a reagent, which is, for the present a secret. In this country, however, we are freed from the necessity of such synthesis by the possession of large quantities of ammonia sulphate—one of the bye-products of the distillation of coal; and it is no secret that it is or this source that the process about to be described mainly relies. However obtained, the ammonia in its gaseous form is first mixed with atmospheric air, which

is then pumped through coils of lead piping into an aluminium vessel packed with glass wool, whereby it is filtered from any particles of dust which may be carried in along with it. This "converter," as the aluminium vessel is called, is divided into two parts by a grating of red-hot platinum wire, and the gaseous mixture passes into the upper part of the vessel in the form of nitric acid, which forms the active agent in nearly all explosives. An important part of the process for peaceful purposes is its continuation, by which sulphuric acid or oil of vitriol is

TO MODILIE THE YEAR.

WITH THE EGYPTIAN FORCES: CAMELS OF THE CAMEL TRANSPORT CORPS PICKETED.

Official Photograph.

made. The efficiency of the whole proceeding may be judged from the fact that, under favourable circumstances, a yield of 95 per cent. of different oxides of nitrogen is claimed from the ammonia employed.



SOME OF THE TENS OF THOUSANDS TAKEN DURING THE CREAT ADVANCE: A BATCH OF GERMAN PRISONERS CAPTURED BY THE BRITISH TROOPS.

Official Photograph

The analysis of this process from the scientific point of view is so interesting as almost to outweigh its commercial advantages. The platinum grating which is the sine qua non of the affair,

undergoes no change by use, but acts by its presence alone, or in chemical language, as a catalyst. This phenomenon, which has only been observed during the last two or three decades, still defies all explanation, and would certainly have been taken by our forefathers as magic of a very high order. From another point of view, also, the

process touches some of the early gropings after scientific truth, which are classed by the wonder-greedy as "occult." The favourite dream of the mediæval alchemist was transmutation metals, which the late Sir William Ramsay thought was possible and which he supposed himself to have effected — although the fact is still disputedby converting copper into lithium. But ammonia has always been, in the

chemical sense, an abnormal substance which, while behaving in all other respects like its analogues potash and soda, is not, like them, the oxide of a metal, but a compound, as has been said, of the two gases, nitrogen and hydrogen. Hence we have here a glimpse, it may be, of the means by which Nature in her own laboratory contrived to manufacture the

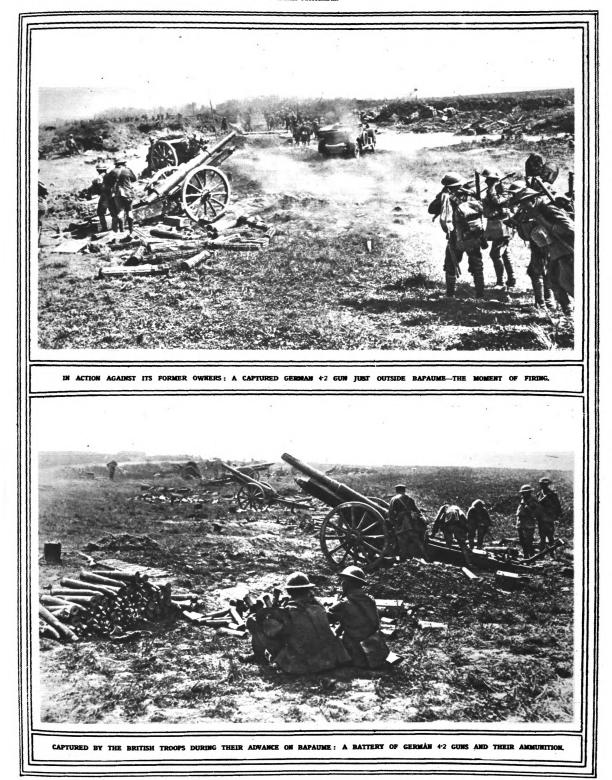
different metals known to us. and although the Munitions process does not at present bring us at once perceptibly nearer to its discovery, it at any rate marks with greater clearness than before the right road. If the special attention that it will doubtless draw to the uses and possibilities of ammonia have their natural result, it may well be that the problem of the transmutation of metals which has puzzled all students of science since the days of the Museum of Alexandria may yet be solved.

However that may be, the importance of the use of ammonia for the manufacture, not only of the explosives of modern warfare, but of the fertilisers and chemical manufactures of peace, needs no demonstration; and by the perfecting of the process above sketched, the Governabove ment have gone far to

redeem many years of what has appeared to us to be the bungling of scientific questions. In this also the war may prove to have been to us a much-camouflaged blessing.

#### THE GREAT ADVANCE: SOME OF OUR HUNDREDS OF CAPTURED GUNS.

OFFICIAL PHOTOGRAPHS



An official British communiqué of September 1 stated: "In the month of August . . . . we have taken 657 German guns, including over 150 heavy guns. Over 5750 machine-guns and over a thousand trench-mortars have been counted. Amongst other captures are three trains and 9 locomotives, and numerous complete ammunition and engineer dumps containing many hundred thousand rounds of gun and trench-mortar ammunition as well a SIBBLE-SIRM ammunition and inspect questions of the state of the

Writing on September 4, Mr. H. Perry Robinson said: "A few more guns have failen to us, the German flight being too hurried to get them away, including at least one heavy gun in Pronville and three batteries of field guns in Quéant. Odd guns are also being gathered in from miscellaneous places, while the quantity of booty in the shape of engineering stores and ammunition dumps is very large." On the 5th it was officially stated that we had caphared over 100 guns in the last four days.

#### LITERATURE.

"The German
School as a War
Nursery."

German education is, or has been, a subject of professional interest to teachers, and it is now also of his-

ausery." torical interest to the general reader as one of the contributory causes of the war. The education of Germany, however, in a larger sense, has been undertaken by the Allied forces under Marshal Foch, and the effect of his teaching will

the effect of his teaching will doubtless make itself felt in due time in the class-rooms of German schools.

Meanwhile, it is instructive to study the proceedings of German educators during the war up to the spring of the present year. Much may be learnt on this subject from a new book called "The German School as a War Nursery" (Andrew Melrose), which is a translation of a French work, "Pédagogie de Guerre Allemande," by V. H. Friedel, Director of the Musée Pédagogique of Paris.

Dr. M. E. Sadler contributes an introduction, and the translation is the work of Dr. Selwyn G. Simpson. The English title is, perhaps, a little misleading, as it suggests descriptions of German schools, and little Teutons imbibing militaristic ideas from the fount of learning. As a matter of fact, no particular schools are described, and the book, as its French title implies, covers much wider ground. It explains

the German scholastic system in general, and its connection with the war; but under the term "pédagogie" M. Friedel also includes such matters as German Universities and their Professors, German women and their intellectual shortcomings, juvenile crime and immorality, the controversy between classical and modern studies, and the German system of propaganda by means of schools

established in foreign countries. Education is for Germany a political instrument: it formed part of the great scheme for Germanising the world. "The pedagogues," says M. Friedel in his preface, "were the first to bring to light the lessons of this 'great master'—war. Belgium had just been atrociously crushed, when the most authoritative of them began to develop in the big 'Dailies' their projects for the school of to-morrow, of the doctrine of the new Germany of military education of the young. . . .

AT FASHIONABLE HARROGATE: A NOTABLE GROUP AT A BASEBALL MATCH.

Harrogate is more a centre of fashion than ever this year—and that is saying much. In the group here given King Manuel is seen in the centre. On the left are Queen Augusta Victoria, the Grand Duchess George of Russis, and Lady Mowbray and Stourton. On the right are Lady Radcliffe and the Hon. Mrs. de Trafford. The photograph was taken on the occasion of the recent American baseball match at the Catholic Women's League Carden Fête.

The following chapters set forth the chief aims of this 'German war pedagogy.' In writing them we have not hesitated to make use of notes made, since the war, from the chief German newspapers." The two most important educational schemes described are those for the preliminary military training of all German youths, and the instruction of German agents abroad in world-politics. The Memoirs of Saint-Simon.

The fifth and sixth volumes, just issued, complete Mr. Francis Arkwright's edition of the "Memoirs" of which began three years ago. They contain some of the best-known of those pen-portraits on which the fame of the Memoirs chiefly rests. That of Cardinal Publos, Archbishop of Cambrai, is a typical and prominent example. It is daubed thickly with the gossip of which

Saint-Simon was so insatial a collector. One story told of him is that one night the chicken which he always had cooked for his supper was, by some mistake, forgotten, The Cardinal, recollecting it before retiring, rang his bell and began storming the servants, who replied coolly that he had eaten his chicken, but that, if he would like another, they would put it on the spit at once. he said, "I have already eaten it?" They persisted so calmly in their assertion that in the end he believed them, and went to bed sup-

Dubois was believed to have made prodigions gains in the schemes of John Law, then deep in the Mississippi projects, of whom much is heard in the concluding volume. Law for a time visited the Duke every Tuesday morning, remaining an hour or two. There was a good deal of English mixed up with his French, but he could talk well and lucidly. Saint-Simon repeats more

than once that Law was not a cheat, nor greedy. He describes him as a tall, good-looking man, gallant, and very popular with the ladies of the numerous countries he had visited; kind-hearted, gentle, and respectful in his manners; and perfectly unostentatious in his behaviour, table, carriages, and furniture. He adds that Law's wife was proud, overbearing, and impertinent in her talk and

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## EVIDENCE

ANYTHING THAT MAKES CLEAR TO THE MIND: CERTAINTY: DEMONSTRATION: PROOF

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PAUL E DERRI

Continued.)
manners, seldom returning the polite attentions offered to her, but keeping to her own house, where she exercises great authority. Another countryman of our own figuring in these pages is Don Patricio Laullez—that is, Patrick Lawless, then Spanish Ambassador at Paris, Lawless Lawless was an Irishman, a Lieutenant-General of

guards of the King of Spain, who died Governor of Majorca. He was of great service to Saint-Simon in smoothing the way for him in Madrid, when he was sent there in 1721 as a special Ambassador to arrange a marriage between Louis XV. and the Infanta. Nothing came of the negotiations, but Saint-Simon's visit was a very gorgeous affair, the account of which composes several of his most graphic and entertaining

The marriage of the Prince of the Asturias with Mile. de Montpensier was celebrated, though the other never was, and there is an amusing picture of Cardinal Borgia rehearsing his part of the ceremony and making a great mess of it, his almoners correcting him and he scolding them, the King and Queen and the Prince and Princess, meanwhile, being kept waiting at the church door. The Cardinal's mistakes, however, gave Saint-Simon an opportunity for taking precedence of the Nuncio, the contrivance to do which was one of his chief concerns on his public appearances at Madrid. Dip into these pages at any point, you find yourself immediately caught up and carried on with their stream of amusing gossip. Mr. Arkwright's translation is easy, and the Memoirs are rendered still more readable by being greatly abridged.

"In Wheelabout and Cockalone." Little readers like books for birthdays and other occasions, and need not be kept waiting and need not be kept waiting for them until Christmas. A charming new story for children is one called "In Wheelabout and by Grace Rhys, illustrated with colour drawings by Margaret W. Tarrant, and line drawings by Megan Rhys, the author's daughter (George G. Harrap and Co.). Wheelabout and Cockalon the names of two woods, which, to judge by the dialect of some of the human characters in the story, must be situated "somewhere" in the West Country. That, however, does not matter much. The important thing is that, like all woods, they are inhabited by fairies, or "little people," as they are called in Cornwall. The doings of these little fairy people, and of little human people, with some big s, likewise of various birds and animals, make

up a tale that is sure to please the elder inmates of the nursery in their studious moments. There is an imp of mischief, named Rabjibooli, who is the villain of the piece, whose discomfiture by the good fairies supplies a Both story and judiciously camouflaged moral element. pictures are well above the average of their kind, while externally the book is duly bright and attractive.



A SUCCESS IN "TELLING THE TALE": MILLE. LUCIENNE DERVYLE. Mile. Dervyle, already known in London as an actress of charm and ability, is adding to her laurels at the Ambas Gabrielle in "Telling the Tale."-[Photograph by Lallie Charles.]

#### THE PLAYHOUSES.

"EYES OF YOUTH." AT THE ST. JAMES'S.

THE reaction of the drama on the cinema which has been stealing its thunder leads to curious developments in the newest of American-made plays, "Eyes of Youth." For long now we have been accustomed For long now we have been accustomed to film-stories of a semi-dramatic type which depict heroine or hero first of all in thought and then flash their thoughts on to the screen in terms of action. In Max Marcin and Charles Guernon's work, with which Miss Gertrude Elliott opens her season, the stage revenges itself on the cinema and copies its methods in this respect. Here we are shown an American country girl with a fine singing voice, a rich suitor, a poor but loyal lover, and a father who would like her to become a humble school-mistress, trying to make up her mind as to what she shall do with her life. If she could only look into the future! Nothing easier for the ingenuous playwrights. With the simple machinery of a Yogi's crystal, they grant her request in a series of visions. First, she sees herself obeying the call of duty and becoming a poor faded governess Next, she is an operatic star who has sacrificed her virtue to obtain success, takes to drink, and precipitates tragedy. In the third vision, she has married for money and proves the victim of a sordid divorce plot.

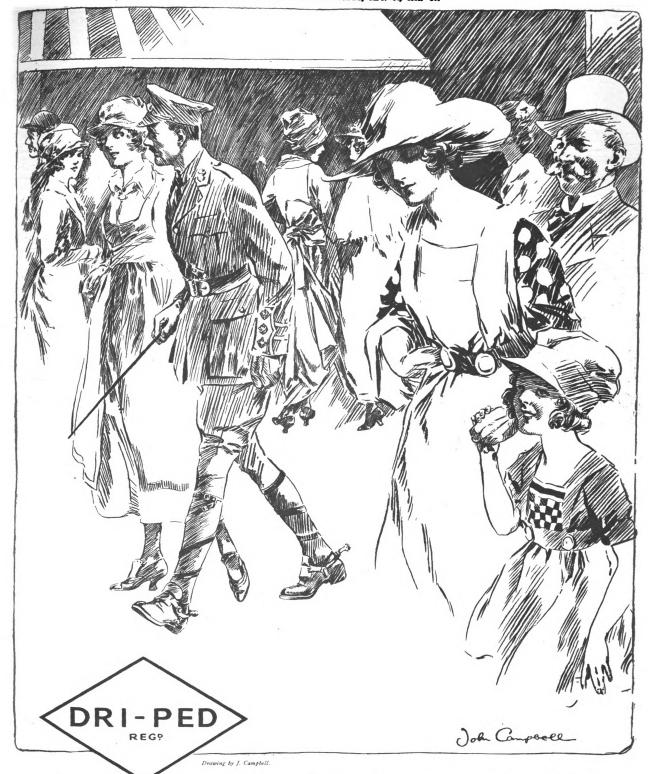
Love and struggle in the company of a husband she loves is the one course left open to her, and that she takes. Now, when the play, as here, is made a mere thread to hold together episodes, it is obvious that you may get opulence of material and intensity of situation, but all continuity and climax must be sacrificed; and of course you cannot imitate the cinema so thoroughly without emulating its crudities. This is the case with

Its attraction for Miss Gertrude Elliott must have been the chance it affords of presenting boldly contrasted types of character and attacking strenuous passages of emotion. She is very success ful in her contrasts and top notes, especi as the termagant prima donna. And she gets excellent support from Mr. Dagnall's sense of humour. But art, in the subtler sense, has not much of a look in at the St. James's.





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#### LADIES' NEWS.

THE Duchess of Somerset is not a believer in the betterthe-day-the-better-the-deed theory, for she has published a protest against the Sunday matinée for war-"Actors and actresses," says her Grace, "require a day of rest, and the public should be praying for victory." That is quite right; but prayers for victory are not by any means confined to Sunday; and members of the dramatic profession may attend to their devotions by good works. Divine service is over for the morning, and not begun for



MILLINERY OF THE MOMENT.

turban of softest black satin with waving plumes of Paradise, and toque of black panne, are worn by the two figures. The small hat waiting a fair customer is of black-and-white panne with black osprey: and the large hat of Pompeian red panne is encircled with a fantastic black feather.

the evening, in matinée time; and lots of Sunday visitors to London welcome the idea of an entertainment. Her Grace of Somerset has, however, much right on her side, as beseems a Peeress who does so much good in the world. The invalid-kitchens which, with Lady Muriel Paget, she so ardently supports, have helped many a poor patient over the hiatus between well-cooked, nutritious hospital food and scratch meals hurriedly prepared in their own homes.

The early Victorian embellishment to dress known in those days as "tawsles," a pronunciation which the Queen adheres to as a heritage from her mother, is again quite a feature of our day. A stroll through Harrods' costume salons, where the best Parisian conturières' models are being added to day by day, proves this, for in many of them tassels give the cachet to a simple and elegant whole. As one looks round on these fascinating creations, it is seen that we are all right for rich and beautiful colours for our autumn clothes. The Germans are decidedly "off colour," to venture on a colloquialism; but we seem to have struck a rich vein of it, and the hues in favour are, as usual, in sympathy with Nature. Copper beech, American autumn vine (this is our virginia creeper when it blazes red in autumnal tinting), beetroot crimson, dahlia vellow, deadleaf brown, are just a few of the shades that gladden our eves in these salons, to which every woman goes to look at the latest modes. We are in the mood for rich soft hues, for our hearts and souls are soothed with brave and glorious news, and we approach the autumn with feelings far different from those with which we entered the spring.

The laundress is not the tyrant that some alarmists would make her out. Indeed, the laundry authority may be he, she, or it—a manager, a proprietress, or a com pany. Whoever they are, they are not going to refuse to wash pretty underclothing. If it is very expensive and very elaborate it will probably be sent with blouses and ties, and other dainty accessories, to Pullars, at Perth, where experts deal with such things. Fuel and soap are what the laundries are concerned to economise; and those dainty things do not require as much of either as sheets, table-cloths, serviettes, bedspreads, etc. In these directions economy is dictated by rising prices, and the inclined to rise some more just now. However, there is always the excellent alternative—post your pretties to Pullars, at Perth.

A memorial service in London for a woman officer who has lost her life through enemy action brings the relation

of our sex to the grim tragedy which overshadows the world very near. One is arranged for Mrs. Long, Deputy Chief Controller of Q.M.A.A.C., who was drowned owing

to the torpedoing of a hospital-ship. Mrs. Long was in France on inspection duty, and, as a non - combatant, was quite in her in taking rights passage on a hos pital-ship. She was the sister of Mrs. Burleigh Leach, Chief Controller of the Q.M.A.A.C., a member of the old county family of Way of Denham. Previous to her appointment she had done most useful work in the Women's Legion. Her death occurred by drowning in August. The service, on the 15th, will be attended by deputations from all the Women's

Artistic people are concerned about the fate of the Russian Ballet now that there is no Russian Court to subsidise the Royal School of Dancing which fed it. The



A BECOMING TAILOR-MADE. Made of velour gabardine with a braided waistcoat and gun-metal buttons, this costume is both useful and smart.

Ballet, as performing here, is all right, and giving great pleasure; but the future is perplexing. Old tenets as to the years necessary to make a soldier, or even a sailor, have been turned down; but the years of training to make the finest pantomimic ballet-dancers are as arbitrary as ever. These ballets had a distinct influence on dress

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#### **PREMATURE** OLD AGE.

PROF. FLEURY (of the Paris Faculty of Medi-cine) in the course of a communication to his col-leagues described some of leagues described some of the symptoms of premature old age, viz.: dyspepsia, constipation, lassitude, insomnia at night and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c. want of tone. &c.

He stated that close in-He stated that close investigation of such cases had shown that in 165 out of 201 (i.e., 82 %) there was a marked excess of uric acid, this being quite sufficient to cause a man sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL.

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#### MEDICAL OPINION

MEDICAL OPINION;
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G. LEGEROT,

Law Professor of General and Company of Physiology at the Food Suppresser de Science of April 1999.

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## The "Élite of the Sea."

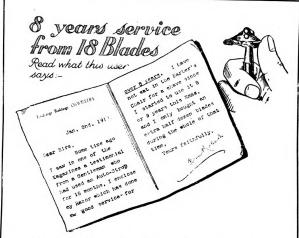
The tempting savour, and the delicious flavour of Obayo Guaranteed Real Sardines makes meatless days a joy. Each Obayo Sardine belongs to the "Elite of the Sea"—it is specially selected, carefully preserved in pure oil, and brings to your meal all the appetising zest of the salt sea breezes.

# OBAYO SARDINES

Obayo Sardines are genuine sardines. Look for the blue and gold label and the name "Obayo" on every tin, it is your guarantee.

Of all Grocers and Stores.

FIELD & CO. (F.M.), LTD., 40 & 42, King William Street, London, E.C. 4.



A superkeen blade and the means of automatically stropping it—a well-finished razor frame which has no loose parts and can be cleaned by just a rinse and a wipe—these features, combined with adjustability of the blade, produce the nearest possible approach to perfection in the latest

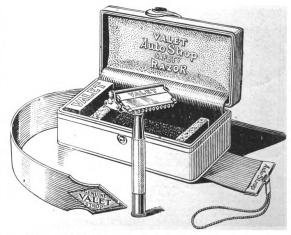
# "VALET" Auto Strop Safety Razor

THE STANDARD SET consists of heavily silver-plated self-stropping "Valet" Safety Razor, twelve genuine "Valet" strop; complete in handsome case 21/-

Of all high-class dealers throughout the world.

The AutoStrop Safety Razor Co., Ltd., 61, New Oxford St., London, W.C.1

And also at New York, Paris, Milan, Sydney, Dublin, Toronto, &c.



The word "Valet" on Razors, Strops, and Blades indicates the genuine product of the AutoStrop Safety Razor Co., Ltd., 61, New Oxford Street, London, W.C.I.

here and in Paris. But for the grim intervention of the world-war that influence would have been increasingly apparent. Even now there is hair-dressing; and there are vividly, and delicately, coloured tulle scarves worn with quite substantial suits; and there is a distinct daintiness and neatness of stockings and shoes and swing of short skirts that may be traced back to the great influence earlier exercised by these marvellous dancers, with their wonderful correctness of detail in every costume. Specialists in frocks and stockings, and shoes and scarves and hair ornaments, such as Debenham and Freebody, know quite well that movements in dress, which begin with the little leaven of the artistically smart, soon permeate the community. Consequently, the heads of departments in



WIFE OF THE NEW COMMISSIONER OF THE METROPOLITAN POLICE: LADY MACREADY.

Lady Macready was, before her marriage to Sir Nevil Macrealy, Miss Geraldine Atkin, daughter of Mr. Maurice Uniacke Atkin, late of Ledington, Co. Cork. She is Commandant-in-Clief of the Volunteer Service League. | Photograph by Bassano.|

EDINBURGH

WAVERLEY WORKS. BLAIR ST.

such a great house keep an observant eye on a Russian Ballet, out of which springs many a pretty and quite practical everyday mode.

The W.R.A.F.'s new Chief Controller is Mrs. Gwynne-Vaughan, and very glad the "Wrats" doubtless are to have so clever, capable, and popular a Head. Every competent judge who has been over in France, seeing the work of the Q.M.A.A.C. there, bears eloquent testimony to the excellence of the organisation, and the care for the women-Vaughan, who was Chief Controller of the W.A.A.C. in France since they went there. The new depôt and training centre for W.R.A.F. officers will be started at Hampstead on or about the 20th. For some weeks past it has been in temporary premises at Ropers Hall, New Eitham. It is under the Baroness T'Serclaes, and her deputy is Miss Mairi Chisholme. These ladies are known as "the Women of Pervyse," and have gained camp and billeting experience in a hard school. They have a mascot in a cat which was born on a bombarded ship, the wounded men of which were evacuated and cared for by the two women of Pervyse. They asked their benefactresses to choose a souvenir, which they did in the pussy, now a most cherished possession, living a peaceful life away from the din of bombardment amid which she was born.

Lieut-General Sir Francis Lloyd did a graceful thing for the young women war-workers, before relinquishing command of the London District, by releasing for them a supply of officer partners in the dance. Officers are now permitted to dance in public; that is, at galleries and places where such entertainments are arranged on a war-time basis. The girls are delighted, and, provided they do not burn the candle at both ends, dancing will do them good. They are workers, for it may be taken for granted that shirkers are known, and are left invitationless and partnerless! Their feminine affections are legitimately released on dancing frocks. Simple, pretty, and not many, they yet afford an outlet for that instinct for dress without which a woman is—well, not quite a charming woman! These girls are, for the most part, in uniform all their days, and, proud as they are of being able to wear it, from the arsthetic standpoint it is monotonous. With a dance once or twice a week in view, the delight of a visit to Marshall and Snelgrove's showrooms for war-time evening frocks gives a girl a real joy in life to which her work for her country entitles her. So keen is she that, where her work is in hospital, she has been known to bring away patterns from M. and S. to show her favourite patients, and so to encourage them to get well quickly



TO MARRY CAPTAIN THE HON. JOHN DE BATHE CROSSLEY:
MISS DOROTHY FRANCES CAYLEY.

Miss Cayley is the daughter of the late Captain Sir Everard Cayley, ninth Baronet, and of Lady Mary Cayley, sister of the second Earl of Wharncliffe. Captain the Hon. John de Bathe Crossley is the second son of Lord and Lady Somerleyton.—[Photograph by Swaine.]

and dance with her! Convalescent officers have to obtain permits to dance—so many of them have proved too eager to begin, and so have hindered their complete recovery.

A. E. L.

#### LIEUTENANT WELINKAR.

We regret that it was stated in *The Illustrate London*News of Aug. 24 that Leut. Welnkar, an officer of the
Royal Air Force, had been officially reported as having
been killed while on active service in France. We learn
that the fact is that Leut. Welnkar has been officially
reported missing. The official announcement was
"Missing—Welinkar, Lt. S. K. C., R.A.F."

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best substitute for Glycerine)

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From all Chemists and Stores.

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may be greatly IMPROVED by just a touch of "Lacrola" Rose Bloom, which gives a perfectly natural tint to the check No one can tell it is artificial. It gives the BEAUTY SPOT! Boxes 1.

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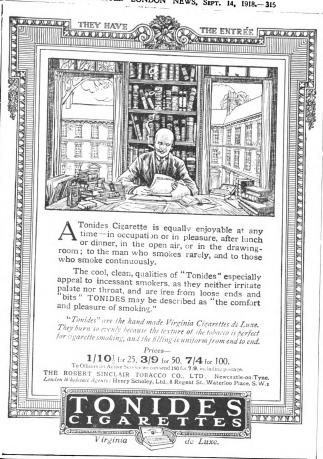
# Rowlands donto

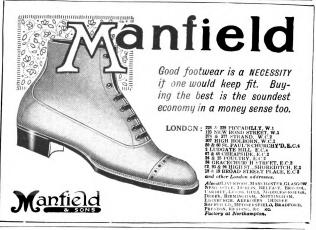
#### WHITENS THE TEETH

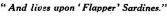
Prevents and arrests decay; 2s. 9d. per box. Only a powder can clean or polish ivory. Of Stores, Chemists, and ROWLAND's, 67, Hatton Garden, London



writes a clergyman who had suffered from Asthmatic affection for fifty years, At all chemists 4/3 a tin.







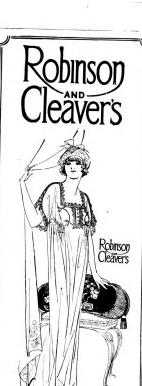
And very well she lives, too, upon the excellent, succulent, unrationed nourishment provided in

the pick of Southern seas. Real sardines, skilfully packed for particular people in pure rich oil.

If you can write a good Limerick on the excellent qualities of "Flapper" Sardines, post it, with your own and your registered grocer's name and address, to the "Flapper" Sardine Co., 54, Stanley Street, Liverpool, who will send post free to every author of a Limerick who will send post free to every author of a Limerick tin of "Flapper" Sardines. The decision of the "Flapper" Sardines Co. must be taken as final in any question arising in this competition.



Here is a young lady of means Who, although not yet out of her teens, Has made a sensation— Refused her meat ration, And lives upon "Flapper" Sardines.



No. 9.— Crépe-de-Chine Nightdress, trimmed fine mitation filet edging and embroidered by hand, with gauging at waist forming Empire ene Colours, pink, blue and white. Price hermise, 21: Knickers, 21:; and Camisole to match, 9/6. The Set floor Garmenty, £4 14 6.

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milk and farinaceous foods.

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It is portable and instantly made ready for use by adding Boiling Water Only.



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#### THE CHRONICLE OF THE CAR.

Service Cars

What is to become of all the Service Cars
After the War.

motor-vehicles which are being used on war service when hos-

tilities cease? I have no means of knowing even approximately how many there are in the British approximately now many there are in the british service; but a competent estimate puts it at somewhere near 200,000 of all types, and I should say that this is not very far from the mark. However that may be, there is an enormous number of the proposed o and it is a very serious question what is to be done with them later on. A large number will, of course, be kept in the Services for demobilisation purposes and for permanent use after the war; but the bulk of these cars will come on to the market in some way or other. If they get into the hands of junk-dealers through the usual haphazerd methods of selling surplus Government stores by auction for old-iron prices, it follows that not only will the country suffer serious loss, but the ultimate pur-chasers will be landed, in many cases, with vehicles that would be dear at any price, and the whole development of motor transport will be very



THE COMFORT OF EMPLOYES: A MODEL ESTATE.

The modern and very wise method is to study the comfort and welfare of employ's in large industrial concerns. We illustrate a conspicuous example of this in our photograph of a corner of the model village established by Sir Herbert Austin, of the well-known Austin Motor Company, of 479-483, Oxford Street, W. The Austin Estate at present accommodates 2000 inhabitants, and will, when complete, afford housing for 7000, close to the constantly growing works and staff.

seriously impeded. As an alternative, the Government itself may elect to deal with these vehicles directly through the huge establishment which it is contemplated to create at Slough, and on which the Select Committee on National Expenditure has expressed a none too favourable opinion. That course would have many and obvious drawbacks, since it would denote an entry of the State into since it would denote an entry of the State into private enterprise in direct competition with an established industry, and would, besides, perpetuate the existence of bureaucratic organisations which have been created solely for the purposes of the war, and of which the country desires to see an end made at the earliest possible moment after the conclusion of peace.

There is a third alternative, which seems to be far and away the best; and that is to effect the disposal of these surplus cars through their manu-facturers in the case of British-built vehicles, and through their recognised agents or concessionnaires in the case of the foreign product. This course has been suggested before, and I believe it has been pretty thoroughly discussed between the representatives

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**MIXTURE** 

#### does not make excuses because of the War.

Through all the inconvenience and the trouble in getting the tobacco in the raw leaf, the Manufacturers can safely say that the High Quality of Craven Mixture has been maintained to the full. This means you can still obtain the same beautifully blended tobacco as in Pre-War days.

Sir J. M. Barrie, in "My Lady Nicotine," wrote: "If you try it once-you smoke it ever afterwards.'

oz.

Made by CARRERAS, Ltd., 55, Piccadilly, London, W. 1. Est. 1788.







Can be obtained from all Electrical Contractors, Ironmongers and Stores.





LVERY Mother among us has her own dear memories of baby's red-letter days, as they come and go. Your tenderest thought may be of his first tooth, mine of his first word—"Er" for "Thank you," "Dad" for joy, or "Mum" for supplication.

But of all the days, perhaps the dearest is the day on which he first stood on his own wee legs and walked—yes, walked—towards our outstretched arms—a little man indeed!

And as we saw him come, we saw, too, a vision of the future days in which he will tread through life with firm and fearless feet, and we were glad for all the tender care we had been spared to give to him. It came back to us tenthousand fold!

We were glad, perhaps, we had been well enough to give him his natural food. Failing that, we were glad we had known in time about the next best thing. For there is an unfailing next best thing, and that is Glaxo. It comes next to Mother's milk because it is pure cow's milk, dried and made germ-free by the Glaxo process, which also makes the milk (as soon as hot water is added) easily digestible by Baby even from the very day of his birth.

If your baby cannot have his natural food, set his feet on the right road to health and happiness—give him Glaxo.



The Food that

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In tins, 1/3, 2/6, 6/3, of all chemists.

Proprietors: Joseph Nathan & Co., Ltd., London and New Zealand.

If ever you are worried or perplexed about your Baby, try to remember to write to Nurse Ashby, c'o Glaxo (Dept. 23), 155, Great Portland Street, London, W. I. She is ready and anxious to help every mother, and she will help you freely, gladly.

of the industry and the powers that be; but, so far, no concrete result has been reached. A fair valuation would be that all used cars should be priced at two-fifths of their cost to the Government; whilst new cars should be re-sold to their makers or agents at three-fifths of the original cost.

The Saving to the Country.

The Saving to the Country.

Of course, these figures are not intended to be arbitrary. It might be found that a different proportion would give better results and still be fair; but at least the figure I have named would be a basis for discussion. It might be urged that three-fifths is too low for new cars; but against that it must be pointed out that it costs money to sell cars, and that that cost would fall on the manufacturer; so, on the whole, I am inclined to think it approximates very closely to the practical. Now, it is quite clear that the several manufacturers could not finance a series of fuge transactions such as are connoted by the disposal of the thousands of cars that will be sold finance a series of lunge transactions such as are common by the disposal of the thousands of cars that will be sold out of the Services; so that the Government would have to pass on the saleable vehicles on consignment, as it were, for the firms concerned to dispose of and render an account of sales monthly, or quarterly, as might be arranged. Obviously, in this way far better prices would be obtained

than as though cars were sold at auction; and I think we are fairly safe in averaging the difference between the



TO THE ITALIAN FRONT: A FRENCH ARMY MOTOR CONVOY.

which are utilising a halt of a convoy of Fiat motors, the drivers which are utilising a halt on the way to the Italian Front to wash away some of the dust.—[French Official Photograph.]

two methods at £100 per vehicle, so that we can see at once that the taxpayer stands to benefit to the extent of anything from £1,000,000 to £2,000,000, if the estimate of the number of cars to be sold is anywhere near the mark.

Supposing the second alternative to be taken, and the Government elects to deal direct with the surplus vehicles, there is very little doubt that prices realised would be lower than if they passed through the ordinary trade channels. On the whole, it would almost appear preferbals to accept the first course.

W. W.

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DRINK a cupful of Ivelcon just before going to You will not only find it sufficient as bed. a light meal to carry you over until the morning, but it will bring refreshing sleep.

- Use Ivelcon daily in the kitchen. It is invaluable for making delicious soups, gravies and hashes. One cube makes nearly half a pint of delightful consommé—a welcome first course to a well-arranged meal.
- Ivelcon is the essence of prime beef, delicately flavoured with fresh vegetables. It contains no gelatine, yeast, or preservative of any description. To prepare Ivelcon simply pour boiling water over a cube-one cube makes a breakfast cupful.

Sold at pre-war prices. 6 cubes, 6d.; 12 cubes, 1/-; 50 cubes, 3/6

ST. IVEL, Ltd., YEOVIL.

RESH stocks of Lotus and Delta are arriving regularly at the shops appointed to sell these shoes and, until now, these stocks have been largely sold, a pair here and a pair there to customers, before they arrived from Lotus Ltd. In fact, many a shop in its desire to oblige customers has oversold its next

delivery.

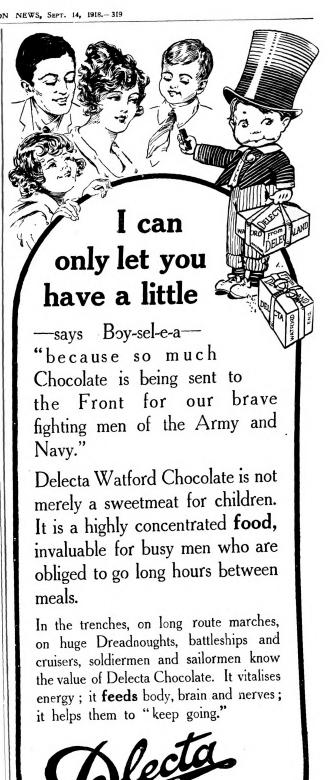
This selling of shoes before they reach the shop can no longer be recommended. The shortage of

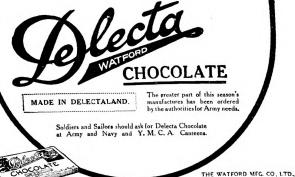
supplies is increasing, and is now supplies is increasing, and is now so acute that women are strongly advised to take such Lotus and Delta as are already in the shop, even should they not be the particular style desired.

Indeed, Lotus Ltd recommend women to buy some other make of shoes when they cannot get either Lotus or Delta.

Lotus or Delta







DELECTALAND, WATFORD LOS

# Rhymes of the Times.



Sing a song of sixpence, A pocket full of rye, Four-and-twenty candles, The best that you can buy, The very best to work by -to sew, or read, or write, Are PRICE'S CANDLES With their soft, yet Clear and radiant light.

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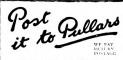


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Service Cap and Badge, 28s. and 30s.

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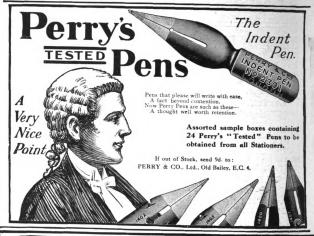
B.S.A. HISTORY.

B.S.A. AND THE GREAT WAR.



Despatch rider with B.S.A Motor Bicycle in Ypres. HAVING from their earliest days been associated with the production of munitions of war, the B.S.A. factories occupied a position of National importance, and with the outbreak of the present war became of inestimable value to the Allied Armies. Besides being the home of the Lewis Machine Gun and B. S. A. Rifles, many other ortant products for military use are e in the B.S.A. Works, including A. Bicycles and B. S. A. Motor cles. On all the Fronts B.S.A. rachines are earning the highest praise for their reliability and long service. Whether in war or in peace, B. S. A. Bicycles and Motor Bicycles consistently mantain the same high quality of material and workmanship for which the B.S.A. name has always been famous.

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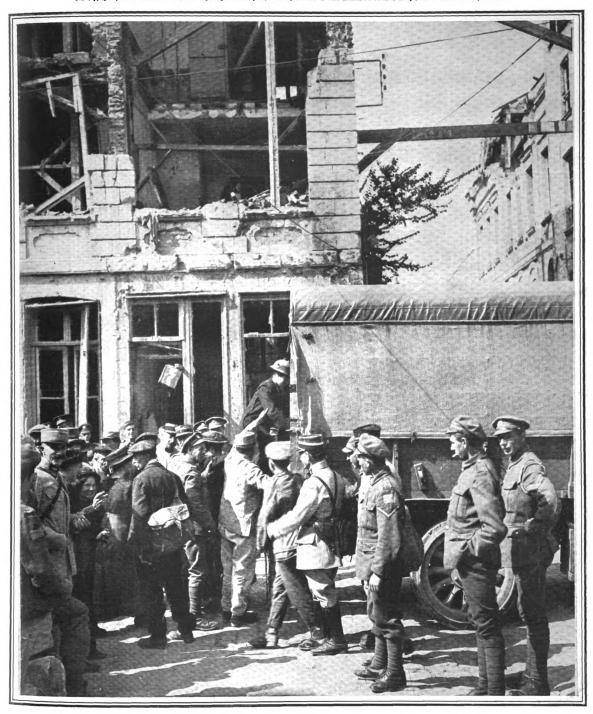


No. 4144 - VOL. CLIII.

SATURDAY, SEPTEMBER 21. 1918.

ONE SHILLING.

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LIBERATED AFTER FOUR YEARS OF GERMAN OCCUPATION: FRENCH VILLAGERS LEAVING SAUDEMONT.

Saudemont, a French village some four or five miles north of Quéant, and close to Dury,
Ecourt, and Rumancourt, was one of the places recaptured when Sir Henry Forne's
Inchy and Mœuvres are not wrecked. . . . Places like Écourt-St. Quentin and Rumancourt, on the north, are better still, and it is from here that the French civilian refugees
canadian patrols pushed into Saudemont, which contained small German machine-gun
parties. Of the advance in this district, Mr. H. Perry Robinson writes: "The Germans

CANADIAN WAR RECORDS.

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PHOTOGRAPHS-OFFICIAL AND L.N.A.

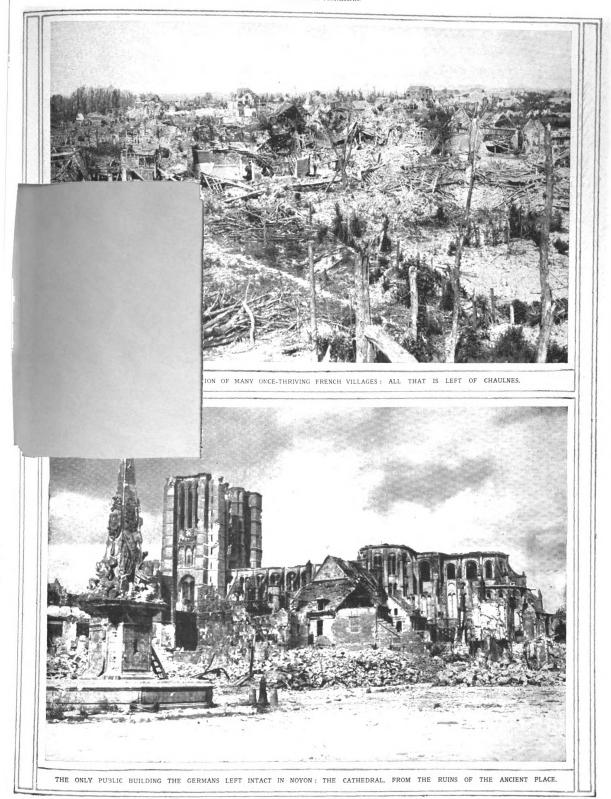


The old bronze Persian gun shown in one of our photographs is an interesting trophy from Mesopotamia. It was captured from the Turks when the British entered Baghdad on March 11, 1917, and was sent home by Sir Stanley Maude to the King, by whose instructions it has been placed on view on the Horse Guards Parade. It weighs about five tons, and is some 20 ft. long. The metal at the muzzle is about 3 inches thick, and the bore is some 4 inches in diameter. The carriage on which it is mounted was r. .

captured with it, and is only a makeshift. An inscription on top of the gun reads: "Succour is from God and Victory is at hand. The Commander of Victory and Help, the Shah, Desiring to blot out all trace of the Turks, Ordered Dgiev to make this Gun. Wherever it goes, it burns up lives: It spits forth flame like a Dragon: It sets the world of the Turks on fire." It was called "Rajim-I-Jan-Rumiyya" (destroyer of Turkish lives), and dates from 1547, when Shah Ismail II, warred with Sultan Sulleman.

#### HAVOC IN THE WAKE OF THE GERMANS: CHAULNES AND NOYON.

FRENCH OFFICIAL PHOTOGRAPHS.



The Germans in their retreat have left behind them a trail of systematic devastation in northern France. "These are not acts of savagery," writes Mr. G. H. Perris, describing the scenes he has visited on the French tront, "but of cold-blooded and highly scientific rapine. They are not accidental, but fundamental parts of the German campaign. Cides like Noyon, and scores of villages—sometimes, it is true, much damaged by bombardment—have been afterwards completely razed by fire and explosive, every useful article

having been first removed. One of my companions brought away from Noyon one of the German notice-boards, directing the soldiery to the 'Korps Beutesammetstelle,' or loot store, conveniently fixed near th station.'' At Chaulnes, captured by the French on August 28, the Germans resisted stubbornly, using many gas shells. Noyon Cathedral escaped irreparable damage, but the fine Town Hall and other historic buildings were destroyed, and of the houses not more than a tenth can be repaired.



By G. K. CHESTERTON.

WHEN Hindenburg published his complaint about the propaganda of the Allies, there was one feature of the affair which I did not see noticed anywhere. It was the fact that he referred only to the material and not at all to moral defence of Germany. He gave a catalogue consisting of about half-a-dozen of the Allies' allegations which he declared to be dangerously disseminated in Germany; but they were all without exception allegations of German weakness and not of German wickedness. In the submarine problem, for instance, he did not complain of our saying that he had committed a crime, but rather of our saying that he had failed to commit one. He did not resent the suggestion that Germany had invaded France, but rather, if anything, the suggestion that France could retaliate by invading Germany. He did not trouble to deny that Germans had crossed the Atlantic to insult America with conspiracy and treason; he desired only to deny, by implication, that a sufficient number of Americans could cross the Atlantic to avenge the insult. To use the language he professed to quote, he was concerned with the idea that America would cook the goose-not with any idea that America would defend itself from the bird of prey. That the German eagle really is a bird of prey is at least a view held or professed by a considerable section of humanity. But, in counting up the causes of German disaffection, the German General regarded it either as a falsehood too absurd to be feared or as a truth too plain to be palliated.

Germans believe in Germans rather than in Germany, as Frenchmen believe in France rather than in Frenchmen. The creed really common to the whole country is the belief that the Teuton is a type having a natural superiority—or, as he would probably put it, an evolutionary superiority. All education is organised to impose it; all history is chopped and expurgated to fit it. It is believed by all good Germans—even when, by a divine



THE FIRST HIGH COMMISSIONER IN LONDON FOR THE COMMONWEALTH OF AUSTRALIA: THE LATE SIR GEORGE REID.

Sir George Reid, who was the first High Commissioner for Australia,
for six years from 1909, died on September 12. He had been
Premier of New South Wales and, later, of the Australian Commonwealth. In 1916 he became M.P. for St. George's, Hanover Square.

Photograph by Vandyk.

mystery and mercy, they manage to combine being good Germans with being good r n. There are, of course, better and worse people u Germany;

and there are saner and wilder versions of this theory in Germany. By the saner version the Teuton stands towards the other human tribes omewhat as the white man stands towards the black and brown tribes. By the wilder version he stands towards them rather as man stands towards the other animals. Now obviously there is room, even within this extraordinary theory, for many varieties of application and even of absten-One particular Prussian may doubt the wisdom of one particular Prussian war, as one colonist may doubt the wisdom of one colonial adventure. In such a colonial adventure, one colonist may be more humane to the aborigines than another. Some Germans probably did believe it was unnecessary to wage this war, since the same supremacy might be won by what some call peaceful penetration and others commercial conspiracy. So some hunters might think a wild beast could



THE SCENE OF THE GREAT AMERICAN VICTORY AT ST.

MIHIEL: A MAP OF THE SALIENT AND THE ADJACENT
COUNTRY.—[Drawn by Messys. George Philip and Son, Ltd.]

be caught more humanely in a net, while others were catching him more cruelly in a trap of steel. But practically no hunters doubt that man has, in the last resort, the right to catch and kill wild beasts; and practically no Germans doubt that German culture has, in the last resort, the right to impose itself by force beyond its legally established frontiers.

It is their whole case that the ancient world, or the Dark Ages, were periodically refreshed and reformed solely by such barbaric invasions. Su:h tribal aggressions are to a Teutonist what Crusades were to a mediæval Christian, or prole-farian revolutions to a modern Bolshevik: they are aggressions to the advantage of the world. All this was preached quite plainly by the Germans before the war—or rather, before the first Eattle of the Marne. After that first breakdown of the barbaric invasion, Germans have doubtless differed in varying degrees about the success of that invasion. They did not differ about invasion, but about this invasion; they have not altered their minds about war, but about this war. They doubt whether the best time was chosen, whether the

best methods were employed—perhaps whether there were the best men to employ them. This is the very simple explanation of Hindenburg's proclamation—of all the points he mentioned, and all the points he omitted. As one of the ruling THE



and responsible group, he wishes to prove to the German people that the time chosen was the best time, that the methods chosen were the best methods, and that he, Marshal von Hindenburg, is still very much the best man.

He does not defend himself from the charge of waging unjust war in a merciless manner, because it is not of that that his fellow-countrymen accuse him. The point he is parrying is something much more practical and personal. It is that he and his sort have mismanaged the campaign; not that they have involved the world in war, but that they have involved the Empire in defeat. It is that the submarines "are no good"—that is, that they are useless, especially in keeping American help from the Allies. It is that "America will cook your goose"—that is, that they are worse than useless, since they have ultimately helped to bring American help to the Allies. In a word, it is that Hindenburg is the goose; and that the goose has cooked himself.

The Prussian power has again and again been most applauded in Germany at the moment when it was most execrated in Europe. When it had crushed everything in Eastern Europe, and seemed about to crush everything in Western Europe, no real voice was raised by the Reichstag against its By the confession of the right to crush them. Pacifist papers themselves, the Reichstag majority now threatens to go into opposition—merely to avert the punishment, when it did not attempt to avert the crime. By the confession of the German Socialists themselves, the brutality to Russia made it harder and not easier to denounce the power effecting that brutality. In plain words, such acts have a positive popularity among a people that has heard of nothing but "hammerblows" in its history. And Hindenburg knows exactly what will decide whether the hammer knecks the nail in his statue or in his coffin

#### THE REPORTED ASSASSINATION OF THE TSARITSA AND HER DAUGHTERS.

THREE PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD AND BOISSONAS AND EGGLER.



Although, up to the moment of writing, official confirmation is lacking, there seems but little reason to doubt the news published on September 13 that the ex-Empress of Russia and her four daughters have been assassinated by the Bolsheviks at Ekaterinburg, in the Urals. The Empress, who was married in 1894, was Princess Alice of Hesse and the

Rhine; her mother was Princess Alice, daughter of Queen Victoria. She had four daughters, the Grand Duchesses Olga (born 1895), Tatiana (1897), Marie (1890), and Anastasia (1901), and the Grand Duke Alexis, Tsarevitch (1904). In the hospital, the Empress is at the man's head, the Grand Duchess Olga second from left, behind,

#### IX.—CHANGING THE FARM INTO A FOOD-FACTORY. \*

By Edward Marshall.

"FARMERS never start a war but always win it," is an old adage. The American farmers have set out to do what they can toward winning this one. No real survey of the American agricultural effort is possible; none has been made anywhere; none will be possible until after the war ends. But American farmers are endeavouring to do their bit, sending their sons to fight, giving their daughters to do war work, and yet increasing their production. How? By such a substitution of machinery for human labour as the world never has known before. American agricultural effort is the spoon which feeds the Allies. It is filled and lifted by machinery.

American farms average 139 acres, which means that many of them are very large indeed. Animal farm traction was a matter of four-horse and sometimes of ten-horse teams driven by one man, for American farm machinery has steadily increased

in size. Now tractors generally are substituting horses. Where they are not, women are substituting men as drivers, except in the use of the heaviest machinery, and they are operating many of the small tractors.

Last year, under war stimulation, the farmers of America planted 23,000,000 acres to food crops in excess of the previous year's acreage. In spite of an unprecedented export, the nation's horses and mules were increased by 454.000, its milch cows by 390,000, other cattle by 2,000,000, sheep (increasing for the first time in a generation) by 1,300,000, and swine by nearly 4,000,000. The crop shows as a certainty 890,000,000 bushels of wheat, and enough

of wheat, and enough other grain to bring the grand total up to 2,250,000,000 bushels; for this much now is being threshed, and immense economies have been

The progress of the farm-tractor in American popularity has been amazing. In 1914 there were 14,500 in use; in 1915 the domestically consumed output was 21,000; in 1916 it was 50,000; in 1917 it was 100,000; and this year it will be 450,000. It has been a solution of the American farmers' warproblems, for the draft and mobilisation left them without labour and short of draught animals. One hundred thousand tractors are now in the fields doing the work of 20,000 men and 600,000 horses. For those who cannot afford tractors of their own, neighbouring associations offer a means of securing sufficient tractor-work.

Let us consider New York State, not the most progressive agricultural community in the nation, although the most populous because of New York City. There the war-time shortage of labour has been almost overcome by the introduction of machinery. On the group plan five or more farmers buy a tractor, with it doing their own ploughing and that of their near neighbours.

Also the State Government bought about 100 tractors and distributed them throughout the farming sections.

Under this New York State system the charge for ploughing is limited to six shillings an hour, or twelve shillings an acre: and all operators must be approved by State experts—damage to machines through incompetence having been reduced thus to a minimum. Lack of men qualified to operate the machines led, last year, to the establishment of 19 schools for training experts, and 1500 students enrolled. Now there are plenty of operators.

Besides these tractors the State owns 13 big power - driven ditching - machines, also put out by the authoricies, and designed to increase production by encouraging tile - drain age. Another machine offered to the farmers by the State is the power - sprayer for potatoes.

ON THE ROAD ON THE WESTERN FRONT: AMERICAN HEAVY ARTILLERY ON THE MOVE.

French Official.

An amazing step has been taken with regard to the manufacture of farm implements which will go under absolute Government control on Dec. 31. Three thousand surplus types of ploughs and other tillage implements then will be discontinued, so that efficiency may be increased, the difficulty of getting spare parts in case of breakage lessened, and factories released for other war purposes. Instead of 303 types of ploughs, 65 will be manufactured in the country; instead of 300 types of corn-drillers and planters, 10 will be manufactured; instead of 107 types of harrow, there will be 14. The eliminations have been decided upon after minutely careful tests of domestic and foreign machines, and will be of great benefit to manufacturers as well as to purchasers. Furthermore, they will enable the minor dealers to carry complete stocks with small capital, and will save the waste of much labour and metal.

Immense efforts are being made by the United States Government to see to it that its whole agricultural population is kept up to date in technical knowledge. Millions of weekly and monthly bulletins are distributed annually, reaching every farmer in the land with information appropriate to his especial effort. Nearly six thousand young,

trained men, agents of the Federal Government, are doing what they can to help the less informed toward maximum production and waste elimination; and every State co-ordinates with this its own educational effort. Great general assistance thus is rendered not only toward increase of production and decrease of wrste, but toward elimination of animal and plant disease, provision of labour, determination and provision of fertilisers, stock-breeding (especially swine, just now), and a thousand other vital points of that zgiculture which is designed especially to help to win the war. As the result of this effort, the second largest wheat-crop in the nation's history may be confidently forecast.

Of 175,000,cco bushels for export, 150,000,000, largely through the self-sacrifice of the American people, are destined for their European Allies. In order that he might be able to do these

it has been necessary to finance the American farmer in wholesale way. This has been done through Federal Land Banks, which do not loan to landlord-farmers, but to those who wish to own and develop their own farms They furnish money in sums as small as £20, and no larger than £2000 to actual cultivators. Through this system a man can borrow money on 35 years' time at an interest-ratelower than that paid by the great industrial concerns. The Federal Farm Loan system has provided farmers within twelve months with £20,000,000 at 5 per cent., when previously farm loans had been at high ard sometimes, through "wangling," at truly usurious rates. By

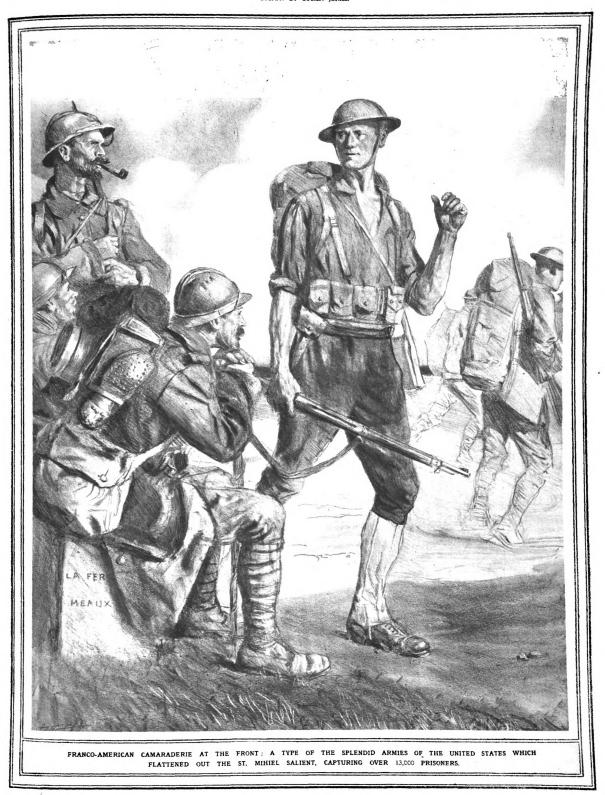
things by wholesale.

paying 1 per cent. additional, a farmer may clear off both principal and interest in the 35 years loan period. As 6 per cent. was the lowest old annual rate on farm mortgage loans, which, when paid, left the farmer still mortgaged, the advantages of the newsystem are obvious. It is delivering the American fermers from the money-lenders, furnishing cheap money for crop production, and immensely helping towards the winning of the war. This year, up to the end of May, just under £18,400,000 actually had been loaned for farm development, and £60,000,000 had been applied for. Thirty-four millions more soon will be paid over to applicants who have been passed upon.

Farmers are intensely interested in the war, and have bought millions of war-loan securities. A circular letter sent by one Iowa farmer to others sold £80,000 of bonds. Thousands of farmers in many States are banded into co-operative farm associations, and these are large purchasers of war securities. Indeed, it would be difficult to overestimate the war-enthusiasm of the 'farmers. Owning farmers, at least, and in many instances, farm-employees, have abandoned all effort to maintain stated hours of labour, and work from dawn till black dark.

#### THE VICTOR OF ST. MIHIEL: POILU'S NEW BROTHER-IN-ARMS.

DRAWN BY LUCIEN JONAS.



The advent of the United States Armies has changed the face of the war on the Western Front. The American soldier is, physically, a magnificent type of vigorous manhood, and his genial character has made him a welcome new brother-in-arms among all the Allied troops. In France the formation of the First American Army, under General Pershing, was announced on August 12. This Army, supported by French troops brigaded with it, launched a great offensive at the St. Mihiel salient on September 12, capturing

医自己的复数 医阿里尼氏性阴道 医阿斯特氏结节 医克勒氏 医克勒氏 医克勒氏

rapidly over 13,000 prisoners. An American force is also serving on the Italian front, and another in far away Vladivostock, where their commander, General Graves, landed on September 4. At the same time it was announced by the U.S. Chief of Staff, General Peyton March, that the total number of American troops sent abroad by August 31 to all fronts, including the Far East, exceeded 1,600,000. That figure has no doubt since been considerably increased.—[Drawing Copyrighted in the United States and Canada.]

#### AEROPLANES IN OPEN WARFARE.

WITH the exception of the part of the line from Ypres to the sea, and from east of Rheims to the Swiss frontier, the fighting front in France is now in what is commonly called a "fluid state." The old fixed trench-lines have disappeared, and the opposing troops are so mixed up with one another in shell-holes, ruined villages, woods, quarries, ravines, and so forth, that it is only possible to tell where Hunland begins and ends if one is intimately acquainted with the particular mile or so of line which happens to be under discussion. Time was when the trenchlines were as clearly marked as if they had been

ruled on the map. Even those who have never flown over the fighting line could tell at a glance, when looking at an aerial photograph, which were the Allies' trenches and which were the German trenches. Each trench system has its characteristic lay-out, the German trenches being remarkable for their machine-like precision, and those of the Allies for their orderly disorder and their suitability to the circumstances of their location.

To-day an aerial photograph of an active area merely shows a jumble of bits and pieces of trenches, holes in the ground, ruins, and mess generally. The details of the photographs indicate a great deal to the trained student of such matters; but even to him they tell less than they did when fixed lires of treuches existed all along the fighting line has naturally along the fighting line has naturally altered very considerably the work of the Royal Air Force.

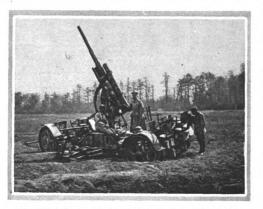
In the days of fixed trench warfare the operations of military aviators tended to become stereotyped. Reconnaissance consisted in flying over certain well-known areas and noting whether any fresh troop movements were taking place therein. The reconnaissance flights visited the same old railway junctions day after day, and were shelled by the same old "Archies," and were attacked by the same old chaser squad-

rons till everybody was heartily sick of it.

To-day all that has changed. The difficulty now is to find anything the same for two days running. A village which shelled our machines heavily yesterday may be full of our own troops to day. A junction or detraining yard which was full of trooprains yesterday may be to-day a jumble of wreckage caused by our longrange guns or by a heavy attack in the night by big bombing squadrons. Reconnaissance to-day is real reconnaissance, and not merely a policeman's beat.

The work of the nightbombing squadrons is becoming equally diversified.

In the old days a squadron went out and bombed a certain junction regularly night after night. In these days the bombing operations are all part of regular tactical operations in direct conjunction with the operations on the ground which are then in progress. For example, day reconnaissance may have show that enemy troops were in force in a certain undestroyed town well behind the actual fighting line, and that they were massing there for a certain counter-attack in the next day or two, or getting ready to move as reinforcements to another part of the line. Consequently, a large number of bombing squadrons may be concentrated on that town within an hour or two. Still more different from their original work is that of the fighting squadrons to-day. A year or so ago a fighting formation went out to look for Huns over certain well-defined patrol areas, and was fairly sure of finding them, wind and weather permitting, at certain well-defined altitudes. To-day the work of the single-seat fighters extends all the



CAPTURED BY THE FRENCH: A GERMAN ANTI-AIRCRAFT GUN.

French Official.

way from ground-level to 25,000 feet or so. Few of the pitched battles take place above 15,000 feet, and most of the big "dog-fights" happen between 10,000 and 15,000 feet; but there is plenty to do at the higher altitudes.

The Germans found, quite a year ago, that it was practically impossible for their long-distance



ALLIES: OFFICERS OF THE SIAMESE AVIATION CORPS IN FRANCE.

Photograph supplied by C.N.

reconnaissance machines to come across our lines anywhere below 15,000 feet, for at that height or below it they were fairly sure to run into our fighting patrols truising around looking for the Hun "circuses"; so during the winter of 1917-18 they evolved special reconnaissance machines for high flying. These are—or were quite recently—Rumpler biplanes with 300-h.p. Maybach engines,

By C. G. GREY,

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which have a maximum altitude—or "ceiling," as it is called—of somewhere between 20,000 and 25,000 feet. They are fitted with electric heating apparatus and oxygen apparatus for the pilot and passenger, and their job is to get up over our fighting patrols and come in unobserved over our territory to get photographs of the movements of our troops.

Certain of our fighting pilots, also equipped with heating apparatus and oxyger, have specialised on hunting the high-flying Huns. The late Major McCudden was one of the first to concentrate

his energy and ingenuity on this form of Hun-stalking, and the knowledge which he accumulated has been carefully handed on, so that these German scouts now have a very uncomfortable time.

The regular fighting patrols in what one might call the mid-air levels—from 5000 to 15,000 feet-carry on their work much as they have done ever since patrolfighting became the fashion; but they are better mounted and better armed, and the means of communication between patrol-leaders and their followers have been greatly improved. Also, in these days whole squadrons of aeroplanes go into action together, where a year ago a flight" of six machines was the orthodox unit. Owing to the fluidity of the front, these big dog-fights now range over areas far greater than in the old days, for they generally take place in an effort to force a way through the enemy's patrols for big bombing squadrons or for reconnaissance machines, or else in pre-

venting the enemy from breaking through our defensive patrols. Right at the other end of the scale come the low-flying machines. Formerly all the low-flying was done by slow machines, such as were used for artillery observation. Their work was merely to watch the movements of our intentry during an attack, and to see that they did not walk into our artillery barrage. To-day most

of the low-flying is done by fast fighting single-scaters. They now carry bombs as well as machine-guns, and use both against enemy troops on roads, in trenches and shell-holes, and in the open country when they can catch them. They fly so low that they can spot exactly the position of our own men.

Frequently, when a very advanced group of our men is awkwardly placed for communication with its own headquarters, the aeroplanes carry out food and ammunition, and thus enable the advanced group to hold on till the rest of the line reaches them. Yet another function of the low-fliers is to attack enemy aerodromes in broad daylight, destroying with their bombs the sheds and the aeroplanes on the ground, and

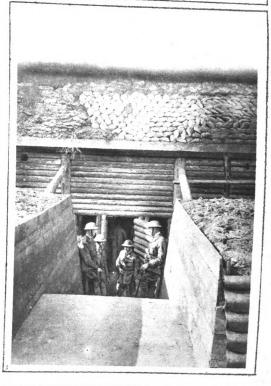
machine-gunning the aviators and mechanics and guards. In fact, they fulfil precisely the part which cavalry used to play in the days when armies had flanks which could be turned; only, instead of going round they go over. Thus one may easily see that the more fluid the front becomes—or, in other words, the more open the war becomes—the greater must be the importance of aeroplanes.

#### THE GREAT ADVANCE: A GERMAN GENERAL'S DUG-OUT CAPTURED.

OFFICIAL PHOTOGRAPHS.







CAPTURED IN OUR ADVANCE: A GENERAL'S HEADQUARTERS DUG-OUT—A MESS-ROOM BUILT WITH HUNDREDS OF TREE-TRUNKS.

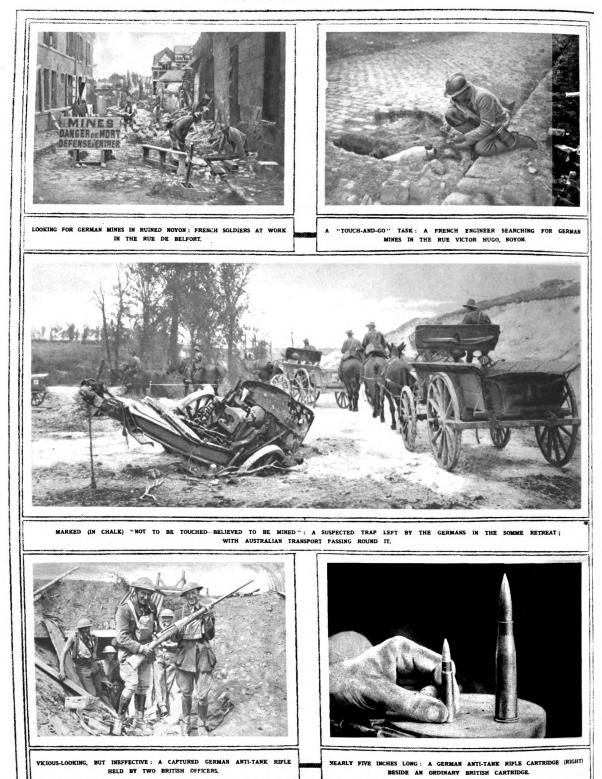
2. NOW IN BRITISH HANDS: A SIDE-VIEW OF THE ENTRANCE.

3. BUILT OF CONCRETE, 10 FT. THICK ON THE ROOF: THE ENTRANCE.

man trench-architecture, like everything else German, is heavy and solid and mechani7 precise. There is usually a main tunnel, 30 ft. below trench-level, reached at reals by steep staircases. From it various apartments lead off. One such sap in the

#### BOOBY TRAPS; MINES; ANTI-TANK RIFLES: GERMAN RETREAT TRICKS.

BRITISH, FRENCH, AND AUSTRALIAN OFFICIAL PHOTOGRAPHS.

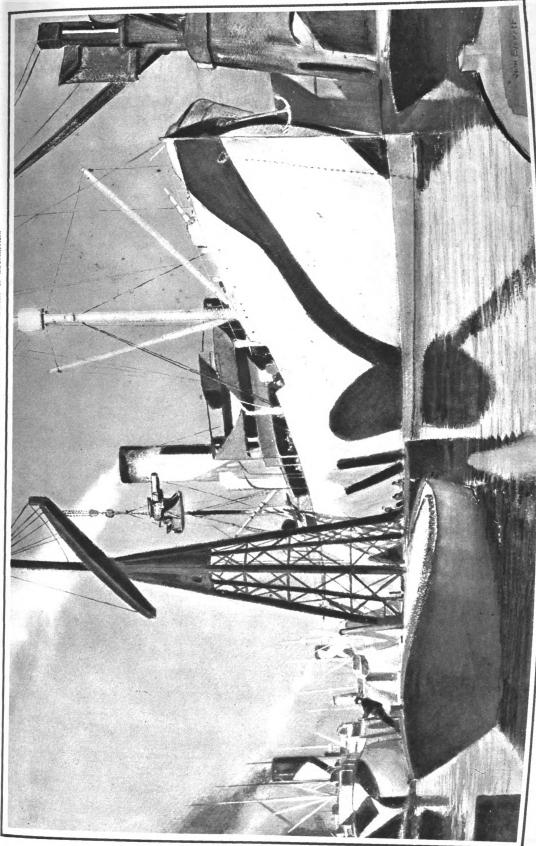


The German is laborious, if not very subtle, in setting "booby-traps" in his retreat before the Allied advances. "The enemy," writes Mr. Philip Gibbs, "has arranged many devilish devices, such as trip-wires which touch off high explosives, and a variety of traps which would blow men to death if they touch innocent-looking objects." When the French recaptured Noyon, the troops went through it at the double to minimise the danger. Writing from that town on September 9, Mr. G. H. Perris says: "Notice-boards

still stand at the entry to the main streets warning the visitor of danger from min and other Boche traps, but there is probably now more risk from patches of wall that strong wind would bring down. Briefly, the whole city is destroyed; I did not see hal a-dozen houses that could be repaired." The ponderous rifle devised by the Germans f defence against Tanks has not proved very effective. It weighs 37 lb., and is over 6 long; with a rest attached to the barrel, so that it can be fired lying down.

# WAR PAINT AS AN AUXILIARY CRUISER. BOLDLY CAMOUFLAGED: A LINER IN

FROM THE PAINTING BY JOHN EVERETT; REPRODUCED BY COURTESY OF THE MINISTRY OF INFORMATION.



From the early days of the war, armed lines converted into auxiliary cruisers have done fine service on the naval side. At first, and the value of camouplage. A striking instance of that clusive art is shown in our picture, where a liner lying in the Port of consisted of a plain coat of grey; but subsequent experience, at sea as on land, has of London is seen in process of conversion into a war-ship. A big gun, it will be noted, is being hoisted on board. FROM PASSENGER-BOAT TO WAR-SHIP: THE CONVERSION OF A LINER INTO AN AUXILIARY CRUISER-HOISTING GUNS ABOARD IN THE PORT OF LONDON.

#### British Operations in Persia: Anzacs at Kermanshah; Friendly Kurds.



THE ROUTE TO BAKU: ANZAC WIRELESS AT KERMANSHAH.



LOCAL MAGNATES OF THE PERSIAN FRONTIER: KURDISH CHIEFS.



NATIVE MILITARY ACTIVITIES IN PERSIA: A KURDISH CAMP ON THE FRONTIER AND A GENERAL VIEW OF THE COUNTRY.

British operations in Persia have been closely connected with those in Mesopotamia. General Marshall says, in his recently published despatch: "The state of famine to which the Turks had reduced Northern Persia made it incumbent on me to endeavour to open the main trade route via Kermanshah. . . . I increased the garrison of Kasr-i-Shirin, and pushed small posts towards Kermanshah. A large amount of tribal labour was also

force from Baghdad had crossed Northern Persia, by way of Kermanshah, to the Caspian, and across it to Baku. An interesting trophy from Mesopotamia, an old Persian gun captured from the Turks in Baghdad, was a few days ago placed on view on the Horse Guards' Parade.

#### The Subject of a Despatch from General Marshall: The Mesopotamian Campaign-Arabs.



OFFICERED BY ARABS BUT UNDER BRITISH COMMAND: THE "PIADA" (INFANTRY).



ARAB MOUNTED INFANTRY COMMANDED BY BRITISH OFFICERS: THE "SHEBANA"



The publication recently of General Marshall's despatch on Mesopotamia lends especial interest to these photographs which have lately come to hand. They show some Arab troops serving in the campaign under British leadership. All of them wear khaki, with



WITH THEIR BRITISH COMMANDANT: FOUR ARAB OFFICERS, NOTED SHEIKHS' SONS. the Arab head-dress called the "Chafia." Some of the Arab officers are sons of important local Sheikhs. General Marshall speaks in terms of high praise of "regimental officers non-commissioned officers, and men of all arms throughout the period under review."

# Ionour for the London Ambulance Column: A Review in Hyde Park by Sir Francis Lloyd.



INSPECTING MURSES WHO ATTEND WOUNDED IN TRANSIT: SIR FRANCIS LLOYD (CENTRE)
PASSING ALONG THE RANKS



AT THE INSPECTION OF NURSES: SIR FRANCIS LLOYD, WHO PRESENTED SEVERAL OF THEM WITH CANTEEN BADGES.



INSPECTING THE MOTOR-AMBULANCES AND THEIR DRIVERS: SIR FRANCIS LLOYD (CENTRE)

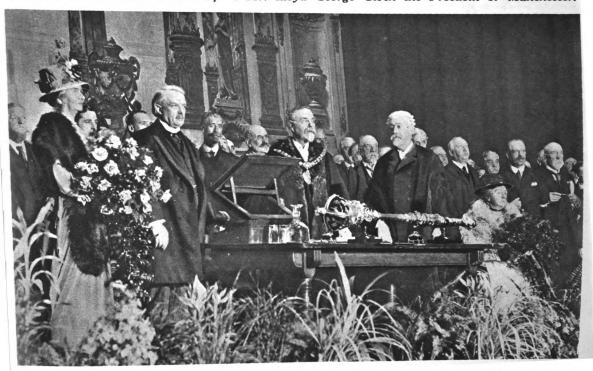
IN HYDE PARK. General Sir Francis Lloyd, who retires on October 1 from the command of the London District, inspected on September 14 in Hyde Park the London District Ambulance Column of the British Red Cross Society, consisting of 62 ambulances, 74 cars, drivers, bearers, and nurses. Sir Francis spoke in high terms of the magnificent work so unobtrusively



SOME OF THE 400 MEN OF THE COLUMN: SIR FRANCIS LLOYD (CENTRE) AT THE LONDON AMBULANCE REVIEW.

done by the column. He presented canteen badges to several nurses and three officers as a mark of personal appreciation. Since August 1914, the column has met every train of wounded arriving in London and has transported every officer and man to hospital. Except a few mechanics, all are volunteers; many drive their own Cars.

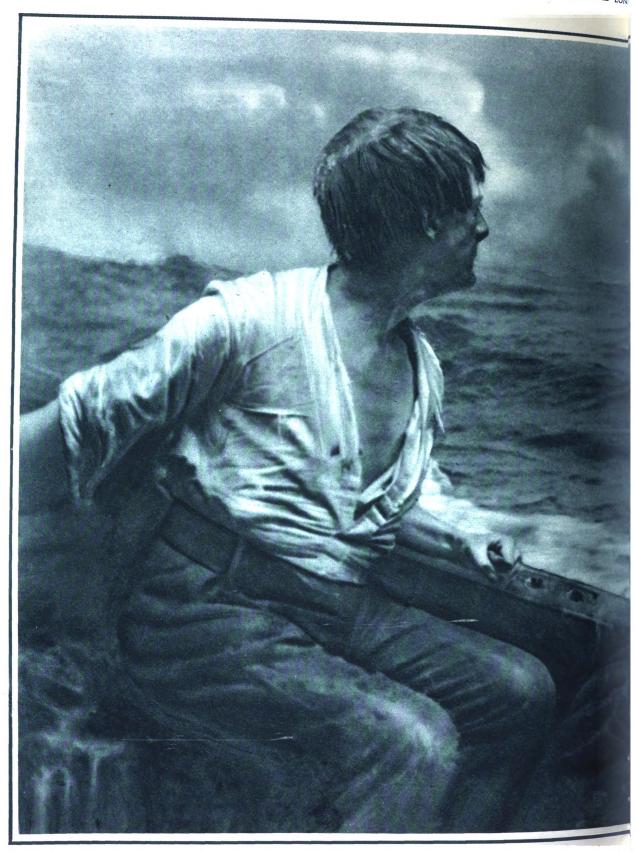
#### Restored to his "Lost Citizenship": Mr. Lloyd George Given the Freedom of Manchester.



"I WAS BORN HERE": THE PRIME MINISTER AT MANCHESTER, WHERE HE WAS AFTERWARDS TAKEN ILL.

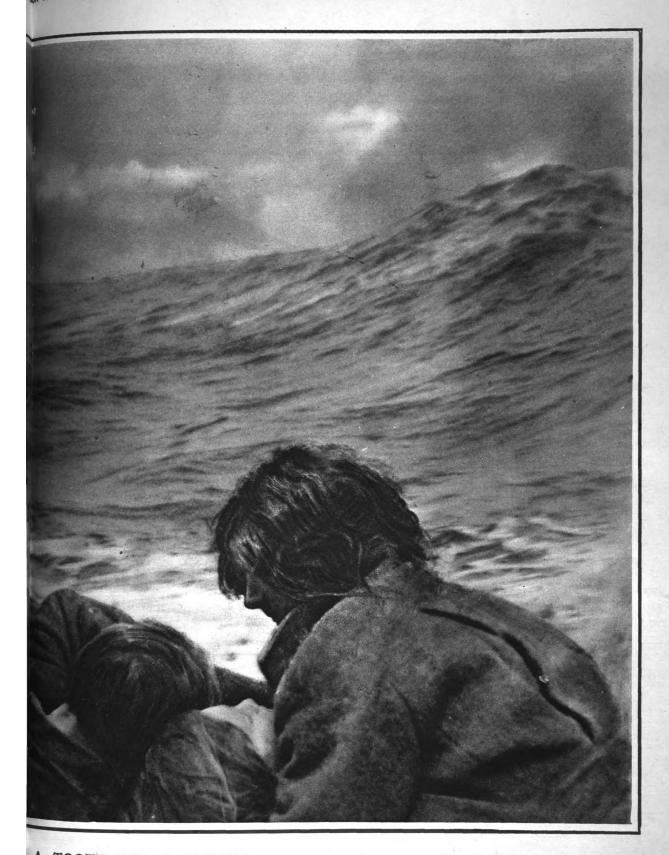
Mr. Lloyd George made a great speech on the war in the Manchester Hippodrome on September 12, on the occasion of his receiving the freedom of the city. The same creating it was announced that he was suffering from a chill and high temperature. Late on the 15th it was stated that he was better. In his speech he said: "It is over Late on the 15th it was stated that he was better. In his speech he said: "It is over

PHOTOGRAPH BY FARRINGDON PHOTO, CO.



"AN EYE FOR AN EYE, ANI

This remarkable photograph, shown at the International Exhibition of the London Salon of Photography, at the Galleries of the Royal Society of Painters in Water Colours, Pall Mall East, represents an example of the barbarous cruelties involved in the German practice of ruthless submarine warfare. It is typical of the sufferings thereby inflicted PHOTOGRAPH BY F. J. MORTIMER: SHOWN



#### A TOOTH FOR A TOOTH."

on thousands of helpless victims, left adrift at sea after the torpedoing of passenger-ships. It is the accumulation of countless outrages like this, committed against the chivalrous traditions of the sea and the conscience of humanity, that has caused the cry, "An eye for an eye, and a tooth for a tooth," in the exaction of righteous vengeance.

THE LONDON SALON OF PHOTOGRAPHY.





drives should be made for the

purpose of shepherding them,

where the females should be killed and the males allowed to escape. On some estates the experiment

was tried, with favourable results. Yet, strangely

enough, this method was dropped, and apparently forgotten. But it has found a new champion in

a Mr. Rodier, of Melbourne, who has just issued a

pamphlet on the subject.

Unfortunately for his cause.

again and again he makes statements which are, to say the least, grotesque; and at times he adopts the rôle of

the fanatic, appealing to what is nothing but "mob rule" to enforce his scheme. This

is a pity, for when his argu-

ments are fully analysed there

can be no doubt that his

proposals should be given a

trial. He contends that so

by the thousand, into wire enclosures

WAR ON RABBITS.

TIME was when Australia had no rabbits. This

seemed a pity to some well-meaning settler, sighing, perhaps, over memories of rabbit-pie eaten in the days of his youth, before his voluntary exile. And thus it came about, somewhere in the neighbourhood of sixty years ago, or maybe a little longer, that a few pairs of rabbits were imported from the Old Country, to the great

delight of the settlers generally, who no doubt applauded this enterprising man. long time all went well; then they became "almost too plentiful"; and, finally, an undoubted pest. That was a long time ago. For a generation Australia has been sighing for a Pied Piper, and, meanwhile, has spent millions on a seemingly hopeless task. It is estimated that from fifteen to twenty millions have been spent on wire fencing alone, to say nothing of the immense sums spent on traps of various kinds and on poisons. And the end of the struggle is not yet in sight.

Australia's troubles in this matter are largely due to ill judgment. By waging a ruthless war on birds of prey they removed valuable allies; by an equally ruthless use of poison and an unpardonably stupid method of disposal of the dead bodies, slain by

thousands at a time, they created yet another pest—the blow-fly. By poisoned water, at one water-hole, as many as 66,000 rabbits were killed in ten nights; 15,000 were taken at another place

in a single night; and there are many instances of as many as 10,000 having been killed by this means during one night. Pit - traps have proved no less deadly. These are holes in the ground, 2 ft. 6 in. deep, by 4 ft. square, dug round a fence at intervals of half a mile, for several miles. Each trap is covered with a "tip-board," which precipitates the rabbit into the hole as it runs over the top. Thousands are thus taken in a night, where they die of suffocation. Then a man goes along with a pitchfork and heaves out the bodies, where, as in the case of the poisoned victims, they are left to fester in the sun - a seething mass of maggots, giving rise to myriads of blow-flies which proceed to lay their eggs in the tails

of sheep, which die by the thousand from bloodpoisoning. The loss from this source alone is estimated at £5,000,000 per annum. The exercise of a little thought would have suggested the destruction of these carcases by burning or burial, if only for the sake of the sheep, which at a time like the present are indeed precious.



A MEMORIAL BY ALLIES OF BRITAIN TO BRITISH SOLDIERS: THE FRENCH MONUMENT TO SCOTS WHO FELL AT BUZANCY,

Scottish troops, including men of the Black Watch, Cordons, Seaforths, Camerons, Argyll and Sutherland Highlanders, and King's Own Scottish Borderers, fought under General Mangin in July, and captured Buzancy after a week's heroic struggle. French soldiers afterwards set up this monument, built of stones from the ruined château of Buzancy, in the captured Cerman trenches. On it a medallion of roses surrounding a thistic is inscribed: "Ici fleurira toujours le glorieux chardon d'Écosse parmi les roses de France."

Some years ago the experiment was tried of inoculating rabbits with fowl-cholera, in the hope that the victims would start an epidemic. But the venture failed. Then it was suggested that big

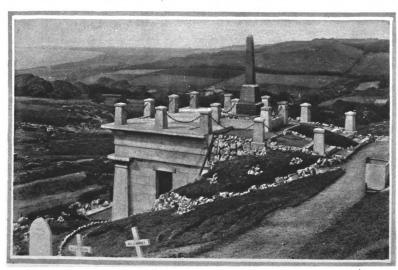
soon as the males exceed the females in number—and at present the females are vastly more numerous, owing to the fact that more males than females are killed, in consequence of their more wandering habits—the persecution of the females, caused by the reversal in the proportions of the sexes, will be so great that even such as have young will be unable to rear them. The

authorities have had a long and costly innings and they might well give this scheme a fair trial.

But Mr. Rodier does not advocate the exter-

mination of the rabbit. And here again he strikes the right note. So soon as their numbers are reduced to controllable limits, he would have large areas fenced in, to form warrens, to be scientifically farmed for the sake of the flesh and the fur. Canned rabbits are already extensively eaten.

The introduction of beasts or birds into countries alien to their range is always fraught with danger - at any rate, in the case of small, quickly breeding rabbit. species. again, in New Zealand brought disaster; and here further mistakes were made by the introduction of pigs, stoats, and weasels, and the English sparrow, which has also earned an unenviable reputation in America.—W. P. Pyckari.



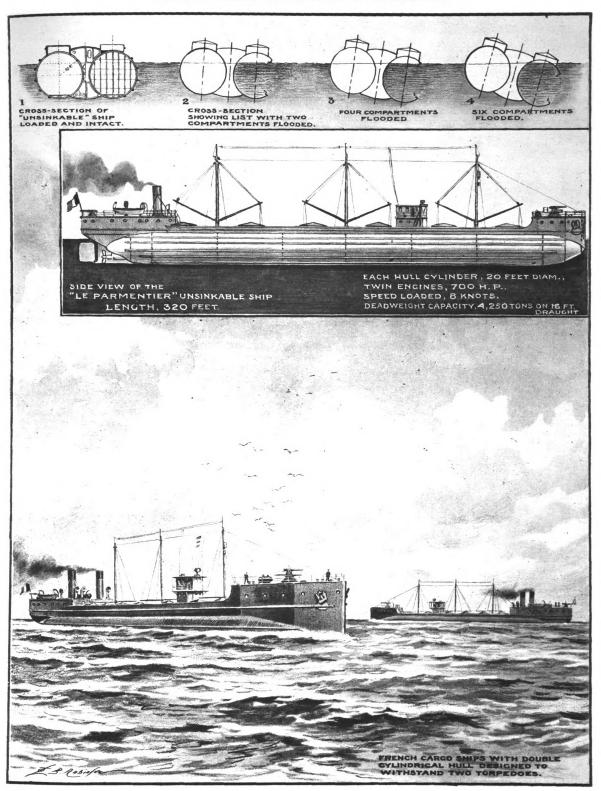
A BRITISH MEMORIAL TO ALLIES OF BRITAIN: THE BELGIAN MAUSOLEUM IN ENGLAND

This mausoleum in honour of Belgian soldiers fallen in the war, recently dedicated in a garrison cemetery in England, is the only one of its kind in this country. It is built in Graco-Egyptian style, and on the front is the inscription, "Deus protegit Belgium."

Photograph by Topical.

#### THE PROBLEM OF THE UNSINKABLE SHIP: A FRENCH SOLUTION.

DRAWN BY W. B. ROBINSON, AFTER ILLUSTRATIONS IN THE "SCIENTIFIC AMERICAN."



PROOF AGAINST TWO TORPEDOES: DESIGNS FOR THE "LE PARMENTIER," AN "UNSINKABLE" CARGO-SHIP, OF FRENCH DESIGN.

The design here illustrated is the work of a well-known French Naval Engineer, M. Le Parmentier, and after tests with a large-scale model the French Government recently contracted with an American shippard for the construction of five steel cargo-steamers of this type. The vessel consists of two parallel cylindrical hulls, subdivided into 18 watertight compartments, and joined by transverse bulkheads. Even if one hull were

1:

#### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SWAINE, LAFAYETTE, LANGFIER, H. E. HALL, SPEAIGHT, BASSANO.



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#### Your Supreme Opportunity!



H ARRODS Annual Piano Sale, always the finest Piano-buying Opportunity of the year, this year offers attractions in many ways unique.

The Government long ago requisitioned practically all materials used in Pianoforte making; this, and the extreme shortage of trained workmen, have resulted not only in reducing the output enormously, but in sending up the price of good Instruments often to double pre-war figures, and further price-increases are absolutely certain.

#### Finest Choice in Kingdom!

When, therefore, Harrods offer you at very definite bargainprices unquestionably the finest and most representative
stock of high-class Pianos and Player Pianos in the
Kingdom; when they say you shall have any Piano to
test in your own home for three clear months and that
they will cheerfully exchange it free of cost if you are not
delighted; when they offer these Pianos either for cash
or on terms to suit your own particular financial convenience, you will realise that the opportunity is indeed
much too good to miss. All Pianos are marked in plain
figures.

#### Come and Choose!

If you live within a reasonable distance of Harrods you should come to test and compare the actual instruments in Harrods Six Great Pianoforte Salons, but you may order by post with equal confidence. Be advised, however, to order promptly, preferably sending an alternative choice in case the instrument you wish for is sold.

These are two of the many letters received after the last Piano Sale. They speak for themselves:

FROM FALMOUTH

"The Challen Baby Grand Piano has been delivered this morning. I feel I cannot thank you sufficiently for the selection you have made for me. I am delighted with the Instrument; it has travelled well, and is in perfect condition."

FROM MANCHESTER

"I am very pleased with the Upright Grand Piano which I bought from you. A friend said to me, 'You surely wouldn't buy a Piano without seeing it?' I said I had sufficient confedence in Harrods, and I was right."

#### By every Maker of Repute

It perhaps ought to be added that the Pianos on offer include Grands and Uprights by every maker of repute. Many of these Instruments have been returned from short hire in good private houses, and all are, as has been pointed a tlerady, guaranteed to give complete and lasting satisfaction.

There is invariably a rush for the Bargains at Harrods Piano Sale, and you are earnestly counselled to be promptly on the scene, or to send your order promptly if you would make sure of making any particular instrument your own.

Send a Postcard to-day for

#### 'How to Choose a Piano'

By MARK HAMBOURG

This intensely interesting and invaluable Brochure (specially written for this occasion by the great Pianist), together with a beautifully illustrated Catalogue of Harrods Piano Sale, will be sent free by return as long as copies level. by return as long as copies last.

Early application is advisable, the edition being very limited and reprint impossible. Write immediately to Harrods, Ltd., London, marking your postcard or letter "Piano."

# Harrods PIANO SALE

#### Begins 9 a.m. Monday September 23

The most wonderful choice of high-class Pianos in the Kingdom, at prices which in these days constitute every Instrument an undeniable Bargain Come, if you possibly can, to test and compare the instruments; they are all on view in our six great Pianoforte Salons. If you cannot come, order by post!



You may test any piano in your home for three months and if it fails in any way to delight you Harrods will exchange it free



PLEYEL GRAND, in Rosewood Case, length 5 ft. 3 in. A fine specimen of this famous French manufacturer. Represents a high grade of musical excellence.

Sale Price, 114 Guineas.
12 Quarterly Payments of £10 19s. 5d.

ERARD SHORT Grand, Rosewood Case, length 5 ft. 10 ins. Overstrung. In excellent condition. An ideal Piano for critical musicians, and superb value.

Sale Price, 124 Guineas.

12 Quarterly Payments of £11 18s, 9d.



WINDOVER UPRIGHT, in Rosewood Case. 4 ft. high. Overstrung, full iron frame. An excellent fittle Fiano, with a full, clear tone. A most reliable instrument. Sale Price, 54 Guineas. 12 Quarterly Payments of 25 4a. Od.



ROGERS UPRIGHT Overstrung Grand, 7½ octaves. Three metal standard action, best ivory keys. Bevelled wrest plank. Dark Mahogany Case. Of great dignity of design. Sale Price, 48 Guineas.

12 Quarterly Payments of £4 12a. 6d.

#### A further Selection of Sale Values!

STROUD PIANOLA PIANO. Fine Over-strung Upright Grand with the famous Orches-trelle Company's player action, Rosewood case, 65, note. Easily and effectively controlled. Real value. Sale Price, Gns. Or 12 Quarterly Payments of £9 8 6 

Or 12 Quarterly Payments of 225 16 9
STANLEY BRINSMEAD UPRIGHT, in
Rosewood Case. 4 ft. high. Oblique strung.
Rosewood Case. 4 ft. high. Oblique strung.
Gns. Or 12 Quarterly Payments of 23 9 3
CRAMER UPRIGHT, in Ebonized Case.
4ft. 3 in. high. Oblique strung. Check action.
Well finished throughout. Quite a bargain.
Sale Price, Gns.
Or 12 Quarterly Payments of 24 6 9
Or 12 Quarterly Payments of 24 6 9.

STROHMENGER BABY GRAND, in Reserved Case. Length 4ft, to in. It postesses a volume of tone and elasticity of fouch not to be found in many makes of Grand Planos of much greater length. Sale Price, Gn. 118
Or 12 Quarterly Payments of £11 6 10

BRINSMEAD GRAND, in Oak Case. Length 5 ft. Style S.S. 7 octaves. A fine specimen of this celebrated maker, possessing a wonderful fulness of tone. Sale Price, Gas. 116 Or 12 Quarterly Payments of £11 3 4

A great number of others in Harrods Piano Sale Catalogue, sent free.

(DLA PIANO, Fine Overcrard with the famous Orthesplayer action, Rosewood case,
and effectively controlled. Sel.
Sale Price, Giss.
Sale Price, Giss.
Sale Price, Giss.
Or 12 Quarterly Payments of 13 11 3

BECHSTEIN BOUDOIR GRAND, in Ebonized
BECHSTEIN BOUDOIR GRAND, in Rosewood
BECHSTEIN BOUDOIR GRAND, in Rosewood
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HARRODS LTD

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LONDON SW 1

#### A PHILOSOPHY OF OYSTERS.

AST week I spoke of the Whitstable oyster-yawl as one of the most charming of the Little Ships of England which are the proof and guarantee of our maritime supremacy. She is not really a yawl, as several correspondents have pointed out. She is a clinker-built boat, with overhanging counter, of from 10 to 25 tons burden, and is cutter-rigged, having a boomed mainsail, a topsail, a foresail and a jib—but, as everybody knows,

upright mainsail make her less lady-like and much less graceful in any weather. Fishermen, when comparing types of these workaday craft, always take the true artistic view: grace and good looks, they very well know, are the fine flower of perfect efficiency.

This is a good year for oysters. The "freshets" flowing off the marshlands between Whitstable and Faversham have supplied them with just the right amount of fattening food, and the shallow waters in which they live have always had the chill taken off by a genial sun. We

They are a restful race of fishermen at Whitstable; they are silent and sedate even when in liquor, and they never forget that "a noisy noise annoys an oyster." It comes of eating so many oysters, I suppose: the lifelong habit of absorbing such philosophic creatures, each "subtly of himself contemplative," has bred in them all a rooted antipathy to any form of obstreperous living. Big talk they detest, as Parliamentary candidates know, and they have no small talk. It is my belief that there would be an end to all violence and violent talk in this country if only the people could be persuaded to cat oysters



WITH A GERMAN RIFLE AS TELEPHONE-POLE: A CANADIAN-CUT ROAD THROUGH GROUND RECENTLY OCCUPIED BY THE ENEMY.-[Conadian War Records.]

a yawl-rig is incomplete without a mizzen-mast and sail. Whether floating at anchor in the bay of oysters, or drifting in a light wind with all sails set, or bustling in a stiff breeze with topsail furled, she is as pretty a sight as you could wish to see; and it is not surprising that visitors to the ancient fishing town (which was there in Roman times) often mistake her for a yacht, while the local flatsmen and dredgers declare there is no limit to her wholesomeness and biddability—to coin a word in praise of her capacity for sailing nearer to the wind than any man has a right to expect of his wife! The borley which is sometimes seen at work on the great Kent oyster-farm can sail nearer still—but her straight-out stern and boomless

owe it to the old retired fishermen, grandfathers of lads helping in the U-boat fisheries, that there will be no shortage of the best "natives" this season. They have blithely gone to work again in all weathers, deserting their well-sunned seats along the picturesque front (which could be made right Dutch with a few barrels of white paint), and that rapt, unceasing scrutiny of the home waters which reminds one of Mr. Masefield's ballad of the port of Kingdom Come, where—

The wind is never nothin' more than jest light airs,
'N' no-one gets belayin'-pinned, 'n' no-one ever swears;
Yer free to loaf an' laze around, yer pipe aiween yer lipe.
Lollin' on the fo'c'sle, sonny, lookin' at the ships.

as freely as their ancestors did—in the days when you could buy Kentish natives for eightpence a bushel (1388), or even later on, when "Milton oysters" was one of the regular London cries. Nay, more, when all Germany cries "Kamerad!" and we have to teach the German how to work for others (he will have to pay our war bill), an occasional dole of oysters would help to soften his rebellious spitit—so that in course of time he will learn to do his duty in that sphere of humble service which is the best he can expect for the next century or so. Oyster-eating, in a word, is the only way in which the world's peace may be secured and maintained.





#### LADIES' NEWS.

THERE is a decided revival of war-time weddings in town, after an interval almost without them of about six weeks. It is an odd kind of coincidence that, when one is announced of some social importance, several

others take place on that date. Bridal dress has never been prettier than it is now—possibly because elaboration is voted out of court. In one particular I notice an improved sense of the fitness of things. Short, fluffy wedding-dresses are worn only by young and dainty and sprightly looking brides. Tall and stately girls invariably choose the long skirt, usually with a train. If a short skirt is worn by a bride coming under the latter category, the dress is for travelling, and a hat worn with it. For this decided ling, and a hat worn with it. For this decided head of the department at Harrods must be thanked. It is a subject for gratitude, because short wedding-dresses with veils and bouquets so often looked out of the picture's setting—the dignified, ecclesiastical interior of an old London church. Our experienced firms, such as this, no longer consider such matters from a merely fashionable standpoint. Dress is looked at with a view to general harmony, while it is always actually up-to-date-marked in out-standing essentials.

No self-respecting woman really likes homemade clothes. There are boastful members of our sex who go about saying they make their dresses. It is usually a saying of supererogation, for the fact is self-evident, and the said clothes rarely offer an inducement for the sincerest form of flattery. There are lots of things that women can do to enhance the charms of a really well-cut, well-turned-out, and well-thought-out gown. Everything en suite is one of the rules of the Mode, and a clever woman will follow it by making her bag and her neck-wear to go with her newest frock. It is interesting work, for the most effective bags are either beaded or embroidered, and, beloved as a receptacle always is in these days of carrying our own purchases, one self-made is more valued still.

The newest designs are Persian, and the colours vivid and boldly contrasted on black or neutral backgrounds. A recent bride carried a very dainty net bag wrought with

silver and pearls, instead of a bouquet or a Prayer-Book. It looked rather Bronte or Jane Austen-like, and, with a really smart gown, not a little chic.

"East and West, home's best"—how truly we are verifying this in many ways since war began! On our



THREE OUTDOOR COSTUMES SUITABLE FOR THE FIRST CHILLY AUTUMN DAYS.

On the extreme left we have a cost of grey jersey cloth trimmed with chinchilla. A large embroidery motif conceals the fastening. The figure in the middle is wearing a suit of tan cloth lined with Egyptian blue. The emine wrap on the extreme right has a border of Chinese embroidery in black and scarlet, which is most becoming to the whiteness of the fux.

luncheon and dinner-tables were all manner of strange table waters—some of them supplied by enemy countries to their great profit. Yet that great authority on Food and Feeding, Sir Henry Thompson, had stated boldly in his standard work that "no purer water from a natural source exists than that from our own Malvern spring. No foreign waters of any kind whatsoever are so pure and so cheap." We know this now, and most of us are profiting in health by drinking Burrows' Alpha Brand Malvard.

in health by drinking Burrows' Alpha Brand Malvern
Table Waters. We profit in pleasure too, for it
is delicious, cold, soft, and bright. Those who
do not already know its excellence can prove it
by sending an order for 7s. 6d. for a sample
dozen of this fine beverage, and two shillings will
be refunded on return of the empty bottles.

Should there be the smallest difficulty in obtaining Alpha Brand Malvern Table Waters, a card addressed to W. and J. Burrows, Ltd., The Springs, Malvern, will bring the address of the nearest retailer of this desirable drink. "The Springs of Malvern," a booklet issued by the firm, gives interesting information and an official analysis. Lots of people go to Malvern now to drink the waters and enjoy their recuperative effects together with good air and fine scenery.

The latest idea for winter coats is not the skins of the real bear, which are more suitable for trimming other fur, but the coats of the Teddie Bear beloved of the Lilliputs. It is a kind of silk plush, and is very light and very warm. It cannot be said that the fabric is a becoming one to stout figures, although the smoother varieties are not open to this objection. To those of us, and they are many, who cannot afford real furs, these coats will come as a pleasant compromise between it and thick cloth, which is not easily attainable, and, when it can be purchased, is apt to be rather stiff and clumsy.

There is no doubt that the cloth for the coming winter, of the soft, pliable, and becoming kind, will be more expensive and far more scarce than a year ago. Teddie Bear coats have been specially provided in black, brown, and grey to meet this emergency, and they have the further advantage of not requiring fur

trimmings. Harrods make a speciality of them, and of wonderful coats under the heading of manufactured furs, which are really lovely.

A. E. L.





the last

N S 1 20

#### The doctor said—you must take Sanatogen!'

CO she takes Sanatogen — and in a O few weeks she is a different woman, growing steadily healthier and stronger.

Gone are the apathy and fatigue the fretfulness and depression of spirits -the insomnia and indifference to food.

There is colour in her cheeks—a cheerful light in her eyes—and gratitude in her heart to Sanatogen!

### But it must be real THE GENUINE FOOD TONIC

"I cannot speak too highly of Sanatogen's great recuperative powers to help one after illness and nervous breakdown," writes "Guy d'Hardelot" (Mrs. Helen Rhodes); and Lady Eliot writes that she "finds Sanatogen simply unexcelled as a re-nerver and builder-up of lost tissue." But real Sanatogen is not merely "unexcelled"—it is unequalled. unequalled. Owing to its unique powers of phosphorus-nutrition it does literally "re-nerve" you, while as a concentrated, tissue-building food it vitally assists Nature in her recuperative processes.

As the demand for Sanatogen still exceeds the supply, As the demand for Sanatogen still execute in Supply, you should at once order it from your chemist at pre-war prices—1/9 to 9/6 per tin. Made from perfectly-phosphorised milk-protein—not whole milk—it is an ideal energising-nutrient for the healthy, as well as for invalids and nerve-sufferers. Costs you only 2d. per cose, too, and is absolutely harmless and reactionless.

GENATOSAN, LTD. (British Purchasers of the Sanatogen Co.) 12, Chenies St., London, W.C. 1. (Chairman: The Viscountess Rhondda

No e: Sanatogen will later on be re-named Genatosan—genuine Sanatogen—to distinguish it from inferior substitutes.



The HAIR GROWER

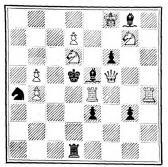
Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9, or will be mailed from the CHIEF CHEMIST, TATCHO Laboratories, Kingsway, London.

Chemists and Stores everywhere, 1/3 and 4/6,

#### CHESS.

To Correspondents—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

PROBLEM No. 3794.-By A. M. SPARKE. BLACK.



WHITE.

White to play, and mate in two moves.

CHESS IN AMERICA.

Game played in the Brooklyn €hess Club, between Messrs. Helms and Stutz.

7. P to K 4th 1	to K 4th
2. Kt to K B 3rd 1	Kt to K B 3rd 1
	Kt to B 3rd 1
	B to B 4th
5. P to Q 3rd	1
By P to Q 4th V	White could now 1.
Convert the openin	
Lange attack in the	

5. Castles 6. B to K Kt 5th P to Q 3rd

7. P to K R 3rd	P to K R ard
8. B to R 4th	P to K Kt 4th
9. Kt takes Kt I	>
White's develo	pment gives
warrant for such	
he been in a posit	

(Two Knights Defence.) WHITE (Mr. H.) BLACK (Mr. S.) ( WHITE (Mr. H.) BLACK (Mr. S.) D. B takes P

BLACK (Mr. S.
P takes Kt
K to R 2nd
K to Kt 2nd
B to K 3rd
Kt to Q Kt sq
R to Kt sq
R to R sq to. B takes P K to R 2nd
11. Q to B 3rd K to Kt 2nd
12. P to B 3rd B to K 3rd
13. Kt to Q 2nd K tt o Q Kt sq
14. Q to Kt 3rd R to Kt sq
15. Q to R 4th R to R sq
The initiative here passes into the rest of the game.

16. Q to Kt 3rd Q to Kt sq 17. Kt to Kt 3rd Kt to R 4th 18. Q to B 3rd B takes B 18. Q to B 3rd 19. P takes B B to Kt ard SOLUTION OF PROBLEM No 3792 - By R. C. DURELL-

1. Q to Kt 7th
2. Mate accordingly. Any move

J SMART.—As you cannot legally move the Knight, it is, of course, a stalemate. Thanks for game and information.

H J M.—It has been much admired.

M R Gibbs .- Your problems shall be attended to shortly. Thanks for the tone of your note

tone of your note.

CORRECT SOLUTIONS OF PROBLEM No. 3792 received from G Sorrie (Stone-haven), John Isaacson (Liverpool), J Palmer (Church), H J M (Portuguese Hospital), J C Gennemell (Campeltown), C Cox (B. E. F.), Jacob (Rodmell), M L Green, and G Allen (Stotton).

CORRECT SOLUTIONS OF PROBLEM No. 3793 received from A W Hamilton-Gell (Exeter), G Stillingfeet Johnson (Seaford), J C Stackbense (Torquay), J Fowler, J S Fortes, (Brighton), J Isaacson, W H Winter (Alton), B H M Still (Dover), H Grasett Baldwin (Farham), A H H (Bath), J Smart, J Mackintosh (Glasgow), J C Gemmell, and F Richardson (Newhaven).

#### THE PLAYHOUSES.

#### "A WEEK-END." AT THE KINGSWAY.

 $A^{\mathrm{LL}}$  the approved pieces, the exact combinations, the time-honoured criss-cross and helter-skelter, the arrangements of escape and entry, are set out on Mr. Walter Ellis's chess-board at the Kingsway with mathematical regularity. In his semi-naughty story of "A Week-End," there are the two errant hus-

bands bringing on week-end holiday two ladies who are not their wives, followed by the two wives themselves. The properties are according to pattern; there are no less than seven doors, there are tables under which the husbands creep, and a tablecloth under cover of which one crawls upstairs. If one of the men is limp and tall, the other is short and all on wires; if one wife is forbidding, the other is helpless; if one easy-going lady is brimful or sprightliness, the other is lachrymose. And if there must be a professor for host, he must be fitted with a housekeeper; if there is a secret-service agent on the track of one of the women whom he suspects to be a spy, he must be doubled with a local station-master whose function it is to be always bursting into song. Stage-mechanism, indeed, could hardly be more rigidly mechanical than in this farce. Fortunately, the station-master himself—made by Mr. Ernest Thesiger most

amusingly bucolic and dull-presents some originality of idea amid the automatic precision of his companion characters. His anxiety to experience the griefs of a characters. The analety to experience the gness of a hopeless love because they may improve his singing voice is a droll piece of invention worthy of better surroundis a droll piece of invention worth of better surfound-ings. Meantime, the talents of Mr. Dennis Neilson Terry and Miss Kate Cutler are virtually wasted; and only vivacious Miss Yvonne Arnaud, apart from Mr. Thesiger, gets any real chance of producing an impression.

#### BOOKS WORTH READING.

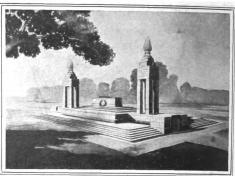
The Soul of Susan Yellam. Horace Anne-ley Vachell. 7s. net. (Cassell).

Gudrid the Fair. Maurice Hewlett. 6s. net. (Constable.)

A Romance on the Western Front. Gabrielle M. Vassal. 6s. net. (Heinemann.)

Disloyalty : The Blight of Pacifism. Harold Owen. 6s. net. (Hurst ana Dutchers,
(Hutchinson)
(The Bodley Head.)
(Collins.)

128. net (Murray.)



LONDON BY MR. S. J. WARING, AND DESIGNED BY SIR EDWIN LUTYENS.



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Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.

Ganesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself

we lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6 Ganesh Diable Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 7/6, 10/6, 21/6, 57/6

Ganesh Eastern Lily Lotion, made in three colours, is a liquid powder, perfectly safe, and a great skin beautifier, 5/6, 9/6, 12/6.

Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.

ADVICE GRATIS.

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# THE NEW WAR SHRINE FOR HYDE PARK, PRESENTED TO THE PEOPLE OF





#### SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND

. - DOMESTIC PURPOSES . .

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none

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Luminous Hands and Figures. Nickel or Oxydized Case,

thoroughly reliable timekeeper.

£5 5s. 0d.

Vickery's Active Service Alarm Wrist Watch, Luminous, Dustproof, £6 7s. 6d.





#### THE CHRONICLE OF THE CAR.

The Work of the Road Board.

Although, as a matter of course, the work of the Road Board has been very greatly curtailed during the period of the war, it has, nevertheless, not been alto-gether inactive, as may be gathered from the eighth annual report which has just been issued. Not the least interesting information vouchsafed by the report is that relating to the amounts expended on highway maintenance, from which it is seen that not only has the Board itself spent a certain amount from the poard itself spent a certain amount from the Road Improvement Fund, but that substantial sums have also been expended by other Government Departments, notably the War Office, the Admiralty, the Ministry of Munitions, and the Timber Supply Department, or of the Company of the necessary works of upkeep. The total sum thus accounted for is £1,706,585, in addition to the Board's own contribution of £109,291, and a further expenditure by local authorities of



A GLIMPSE OF SANDRINGHAM-AND A WOLSELEY CAR.

The car seen in this photograph is a 16-20-h.p. Wolseley touring car; and part of the Sandringham Estate is also shown, including some of the famous conifers which are a picturesque feature of the royal estate.

£401,479. Of course, these sums are but a small portion of the whole cost of roads, and, in spite of what has been done, it remains true that, in consequence of lack of labour and materials, the main roads of the country are materials, the main roads of the country are falling into an appalling state of disrepair, which will mean that very large sums of money will have to be found later on to restore them to their original condition, to say nothing of the money that must be spent to bring the highways up to the state of efficiency demanded by the needs of modern road transport.

The Need of a Central Authority. Everyone who has given the question of highways administration the slightest study has come to recog-

study has come to recognise that, under present-day conditions, there is an urgent need for a complete revision of the want of system which at present characterises it. The main roads at least should be a charge on the Imperial Exchequer, the more so because the bulk of the traffic

# Renews Youth.

To sufferers afflicted with Rheumatism, Calculosis, Migraine, Eczema, Obesity, at Dyspepsia: take courage, for UROD dissolves into acid as easily as yearn wal

Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G.
ATHERTON & CO., 8, Clive Street, Calcutta.

#### LIFE'S WEAR AND TEAR.

LIFE'S WEAK AND IEAR.

The human body is a delicate and complicated machine, whose regular functioning thereafted the control of the control of the body and the waste products so produce control of the body and the waste products so produce the control of the body and the waste products of the control of the body and the control of the contr

#### The Ideal Tonic.

Anæmia, Convalescence, Neurasthenia, Debility.

Hastens

Convalescence

Increases Vitality

Forms Blood, Muscles and Nerves

Take a Course of Globéol!

#### Medical Opinion:

"I can state positively that Globéol considerably curtails the period of convalescence. Generally speaking, it may be said to represent the standard specific for all diseases due to poverty of blood. It is a first-class tonic, and, unlike other agents of this nature, its action is constant. This is why we prescribe Globéol to a great number of our patients, inasmuch as this medicament presents no contra-indication, and is an effective means of combating poorness of blood."

Dr. FURNING CURGANN, late "I Interna" of Paris Hosnitals.

Dr. ETIENNE CRUCEANU, late "Interne" of Paris Hospitals.

Price 5/2 per bottle. Prepared at Chatelain's Laboratories, Paris, Obtainable from all Chemists, or direct, post free, 5/3, from the British and Colonial Agents, HEPPELLS, Pharmacists, 164, Piccadilly, London, W. 1, from whom also can be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

# SALT

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is supplied BY ROYAL APPOINTMENT

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THE THE PARTY OF T

An ECONOMICAL Sauce. Owing to the QUALITY and concentration of its ingredients, a little LEA & PERRINS' SAUCE goes a long way, and it is therefore most Economical in use.



#### Contains 5 times as much protein as hest beef steak!

Owing to the shortage of meat, everybody is assimilating less protein and feeling the effects.

Vitafer is a rich storehouse of protein in its most easily digested form. Men, women, and children should take it and keep fully fit in these days of stress and strain.

#### Doctors recommend Vitafer.

From a West Indian Island. "I am isolated on what is practically a desert laland, of which place I am the Commissioner representing H.M. The King, Meat and other strengthening foods cannot be obtained here, and as I derived an extraordinary amount of benefit from the tia of Vitafer you sent me, I shall be very fad if you will send me another."

la,

ij

There is no worker-mental or manual -who does not at times feel the exhaustion of nervous energy consequent upon overwork, worry, etc. This is intensified by the present shortage of meat. There is no worker—man or woman—who takes a periodical course of Vitafer who is not quickly better in health

Sold by all Chemiss in 1/8 and 2/8 tins; larger sizes 5/8 & 7/6 No substitute is as good. Test samplecame be obtained by sectioning this paper and sending 21. in stamps to the Sole Manufacturers I SOUTHALL BROS. & BARCLAY, LTD., Lower Priory, FIRMINGHAM. 252**5252**525252525252525

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The WINTER OVER-COAT or RAINCOAT that you need for the colder weather. Pullars can clean and press it, do all minor repairs, renew linings, buttons etc., where necessary, and give the Overcoat a new lease of life. The result will surprise you Send to any Pullar Branch or Agent. We pay return postage on orders sent direct to—PULLARS

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FOR THE SKIN

is a luxury to use; delicately perfumed, gratefully sothing and healing, it promotes the healthy bloom of youth to the cheek, and a soft white smoothness to hands, neck, and arms—beauty, freshness, and a heightened charm of personality. You may safely rely upon the absolute purity and innocuous properties of this superior preparation, famous for over 80 years. Of Chemists and Stores, in 2/6 and §7, sizes, or from A. ROWLAND & SONS, 67, Hatton Garden, London, E.C.

#### Queen Alexandra's Chef makes them.

NOT often is it possible for you to try a recipe evolved by the Chef of one of the Royal kitchens, but the chance is here to-day.

M. Stempfer, the world-famous cookery genius who presides over the kitchens at Marlborough House, has written for us a special recipe for a war-time cake that everyone can make. Read it through carefully, read his endorsement of that wonderful time - and - money - and - trouble saver—GOODÁLL'S EGG POWDER-and then decide to try the recipe at the first opportunity. As M. Stempfer would himself be the first to admit, GOODALL'S EGG POWDER is vital to the success of the cakeas "The Times" analysis proved, no other is so rich in valuable phosphates or so strong a corrective of the drying qualities of the present flour. Be sure, therefore, that you get the genuine Goodall's.



M. STEMPFER, Chef de Cuisine to H.M. Queen Alexandra Marlborough House.

#### M. Stempfer's RECIPE: SPONGE CAKE

Proportions :-

oz. Flour

4 oz. Cornflour 3 oz. Sugar

1 dessertspoonful Goodall's Egg Powder.

1 pint of Milk

2 oz. Treacle

2 oz. Melted Butter

Mix all these together in a basin, add the milk little by little, then the treacle, to obtain a smooth paste, afterwards the melted

Put half in a mould. Into the other half mix ome grated chocolate and use another mould, bake these two cakes in a moderate oven for about 40 minutes.

#### GOODALL'S EGG POWDER

looks quite ordinary—it is just a clean powder and a beautiful yellow colour—yet it performs really wonderful things. It will save you three-quarters of the cost of eggs, yet give you cakes as light, as rich, as moist, and as delicious as if you had a pre-war larder to draw from.

#### Stempfer writes:

most valuable and efficient egg substitute I know of, and can most confidently recommend it to the public as a splendid alternative for eggs in cakes, biscuits, pastry, puddings, pancakes and similar comestibles.

I appreciate Goodall's Egg Powder thoroughly as a kitchen and household necessity of the highest order, and my practical

N your Goodall's Egg experience leads me to congratulate you upon a distinct gratulate you upon a distinct economical boon to all interested in culinary affairs.

You have my permission to publish this letter and also my photograph.

Yours faithfully, (Signed) A. STEMPFER, Chef de Cuisine to H.M. Queen Alexandra. (President-Club Culinaire Français.)

Get a tin or packet from your Grocer to-day.

11/2 d. packets; 8d. and 1/4 tins.

Goodall, Backhouse & Co., Leeds

#### The British Seaman Carried On

in the face of vastly increased perils. He didn't strike for larger pay or stop to parley words. He merely carried on and ensured our food supply.

#### YOU CAN HELP HIM to carry on in old age or disablement



by subscribing for War Bonds, and then by donating your War Bonds to one of the charitable institutions managed by the Mercantile Marine Service Association. (Incorporated by Special Act of Pariament, 1863.)

You will help us to carry on, and ensure that the dependents of those seamen who perish in their manly task will be provided for.

Liso War Bonds, or £6 per annum, will provide a Seamai's

£320 , , , £16 , will provide a Widow's Pension.

£320 , , , £16 , will provide a Widow's

£500 , , will endow a Widow's Apartment in the

Andrew Gibson Memorial Home for

£1000 , , will endow a Cabin in the Home for

Aged Mariners.

Send to-day the largest gift your means will allow () The Secretary, MERCANTILE MARINE SERVICE ASSOCIATION, Tower Building, Water Street, Liverpool.



#### Carry (

aptly describes the spirit of the nation to-day. Endurance is the watchword of the Allies.

One of the great factors upon which endurance depends—that subtle strength which we call 'staying power' is sound bodily health.

The physical means of endurance



are supplied to the body by 'BYNOGEN' which provides food for the tissues and nerves in such a form that they build reserves of strength over and above the needs of the most exhausting day's work. Thus endurance becomes not only possible but natural.

BYNOGEN' consists of pure milk protein, with organic phosphates, and a specially prepared extract obtained from selected whole wheat and malt

# Brings Health

Sold by all Chemists at 1/9, 3/-, 5/- & 9/-

ALLEN & HANBURYS Ltd. Lombard Street, London, E.C. 3

Established in the City of London, A.D. 1715

they carry is in the fullest sense national. It has, since the greater development of motor traction, ceased to be local, and it is neither practical nor fair that local local, and it is neither practical nor fair that local authorities should be called upon to maintain, out of local money, roads for the use of traffic which is not local but general. Apart from these considerations, it is desirable, from the point of view of greater smoothness of working, that the administration should be centralized.

The Road Board seems to have committed itself to the expression of such an opinion, since in discussing the cost of the proposed western approach avenue to the Metropolis—which is estimated to cost, with its secondary roads, about £2,000,000—the Board thinks that nothing can be done until a body is constituted having absolute power to assume the whole responsibility, financial and otherwise, of such large

It cannot take on the work itself, since, "until the more pressing and important needs of 10ad-crust improvements throughout the country have been met, it will not be able, out of the funds at its disposal,



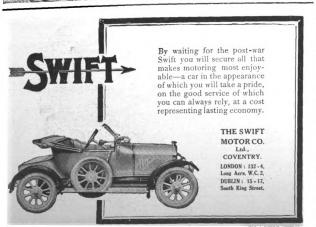
THE INDISPENSABLE TRACTOR IN WAR: A SCENE IN ITALY. Everywhere on the Fronts the tractor has proved invaluable for the haulage of heavy guns. Our photograph shows a monster Italian long-range gun being placed in position by means of tractors .- [French Official Photograph.]

to grant any substantial sums to schemes like the proposed Western Avenue." The Board is quite right in taking up this attitude. Such works certainly do not fall within its scope as it is at present constituted; nor should they be a charge on funds which are normally derived from receipts from one form of traction. They are the business of a central highways authority, which we may hope will be constituted as one of the works of post-war reconstruction, and of which the Road Board would form an excellent nucleus.

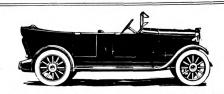
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#### Establishing a New Standard in High Grade Motor Cars When the Sunbeam Company are once more free to turn their attention to the building of their famous cars, a new standard will be established by the appearance of the post-war which will be a car not only of dignity but also of travelling qualities and unexcelled power. Therefore, in selecting your after-war car, bear this fact in mind, that the Sunbeam Company has since concerned itself in the successful designing and multiple output of SUNBEAM COATALEN AIRCRAFT ENGINES THE SUNBEAM MOTOR CAR CO., Ltd., Wolverhampton





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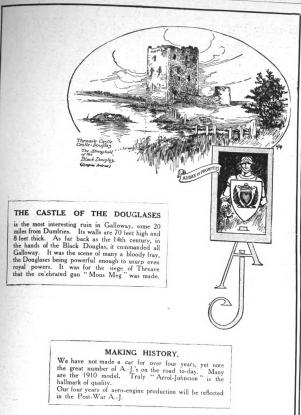
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#### RECOLLECTION.

All will recollect the pre-war 20 h.p. All will recollect the pre-war 20 n.p. Austin — its graceful outward design, its smooth running, and its efficiency—and will welcome the after-war policy of the Austin Company, which is to revive and improve upon this model.

The grallenge of design finish, and

The excellence of design, finish, and superior mechanical quality of the new "20" Austin will even be more pronounced. Let it always be—
"Mine's an AUSTIN."





Arrol Johnston LTD.

"Hail to the Chief!"-

The Post-War A .- J. Car.

#### "It's all in the Cube!"

DRINK a cupful of Ivelcon just before going to bed. You will not only find it sufficient as a light meal to carry you over until the morning, but it will bring refreshing sleep.

- Use Ivelcon daily in the kitchen. It is invaluable for making delicious soups, gravies and hashes. One cube makes nearly half a pint of delightful consommé—a welcome first course to a well-arranged meal.
- Ivelcon is the essence of prime beef, delicately flavoured with fresh vegetables. It contains no gelatine, yeast, or preservative of any description. To prepare Ivelcon simply pour boiling water over a cube—one cube makes a breakfast cupful.

Sold at pre-war prices. 6 cubes, 6d.; 12 cubes, 1/-; 50 cubes, 3/6

# IVELCON

ST. IVEL, Ltd., YEOVIL.



# Lotus

URING September the shops appointed to sell Lotus and Delta will receive the last deliveries of certain all-leather buckle shoes made by Lotus Ltd.

One of them is No.800 illustrated in this advertisement.

And, because all the leather is gone and there will be no more of these shoes, women are recommended to look ahead this autumn and to buy a pair for next year's wear.

Shirt .

Not so much on account of their remarkably low price, 21/-a pair, as on account of the fact that all-leather shoes, particularly in the buckle variety, will be scarce next year.

For the want of leather, many thousand pairs of fabric shoes are being manufactured this autumn and winter for women to wear in 1919.



Petrol Economy with the

#### CLAUDEL HOBSON **CARBURETTER** PROVED!

Read this extract from the "Commercial Motor," 8th March: "Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the was inference declided to scrap the
American carburetter in favour of
one of French make. AFTER
A PUBLIC COMPETITION,
CLAUDEL-HOBSON SECURED

THE CONTRACT.

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H. M. HOBSON, LIMITED, 29, Vauxhall Bridge Road, London, S.W. 1

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#### Culleton's Heraldic Office

92. PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records PEDIGREES ENGROSSED AND EMBLAZONED Scals, Rings, Dies, Book-plates (ex-libris) Engraved.

ARMORIA STAINED GLASS.

MEMORIAL TABLETS,

Stetches on I Designs for all purposes.

THE MEXICAN HAIR

Do not let Grey Hairs appear.

Restores Grey or White Hair to itt original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

RENEWER. IS NOT A DYE. Sold Everywhere

"BEAUTIFULLY COOL AND SWEET SMOKING"

#### Player's Navy Cut Tobacco

Packed in varying degrees of strength to suit every class of smoker.

Player's Gold Leaf Navy Cut -Player's Medium Navy Cut - -Player's "Tawny" Navy Cut -

PLAYER'S "WHITE LABEL" NAVY CUT PER OZ.  $\mathbf{9}_{\mathbf{2}}^{\mathbf{1}}$ 

Also PLAYER'S NAVY CUT DE LUXE (a development of Player's Navy Cut)



Packed in 2 oz. and 4-oz. airtight tins at 2/1 and 4/2 respectively.

#### **Player's Navy Cut Cigarettes**

HAVE A WORLD-WIDE REPUTATION.

They are made from fine quality Virginia Tobacco and sold in two strengths MILD AND MEDIUM.

MILD (Gold Leaf)

**MEDIUM** 

100 for 4/3; 50 for 2/21 100 for 5/4; 50 for 2/8 24 for 1/3; 12 for  $7\frac{1}{2}d$ . 20 for  $10\frac{1}{2}d$ .; 10 for  $5\frac{1}{2}d$ .

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES.

These Cigarettes (and Tobacco) are also supplied at DUTY FREE RATES for the purpose of gratuitous distribution to Wounded Soldiers and Sailors in Hospital.

Terms and particulars on application to

JOHN PLAYER & SONS, Nottingham.

Branch of the Imperial Tobacco Co. (of Great Britain and Ireland) Ltd.



The Set (four Garments), price £4 14 6

ROBINSON & CLEAVER, Ld The Linen Hall, Regent Street London, W. 1

#### Watchmakers. Established 1851. **SMITH'S**ALLIES WATCH A fine Assortment of Rings & Jewellery always in stock. FRONT BSOLUTELY UNBREAKABLE. SCREW IN £4 4 0 & £5 5 0 SILVER CASE £4 4 0 & £5 5 0 With Hinged Case, £3 3 0 Please write for Special List of Accessories for the Front. S. SMITH & SON ESTERS S. SMITH & SON, LTD .: B, GRAND HOTEL BLDGS TRAFALGAR SQ.W.C. & B, PICCADILLY, W. TRAFALGAR SO., W.C.,



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JUST TRY-EE

BEECHAM'S PILLS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM. AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST

No. 4145. - VOL. CLIII

SATURDAY, SEPTEMBER 28, 1918.

ONE SHILLING.

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THE DELIVERER OF PALESTINE FROM THE TURKS: GENERAL SIR EDMUND ALLENBY, K.C.B.

eneral Allenby, who has added another great victory to the record of his brilliant unpaign in Palestine, owes his success not only to his consummate strategy, but the personal attention which he gives to the details of his plans. Throughout the war he has proved himself a fighting leader, ever since he went to France in ugust 1914, in command of the cavalry, which he led at Le Cateau, in the

pursuit to the Aisne, and in the forced marches that saved the Channel ports.

#### By G. K. CHESTERTON.

So long as we go on cursing War, we shall go on encouraging War. It is a perfectly simple and even self-evident truth, though some would still treat it as a paradox. The only possible way of discouraging war is to curse the man who makes it. The fact would be quite obvious even where the case is less clear—as in calamities that can sometimes be accidents. It would be obvious if

THE GREAT BALKAN DRIVE: GENERAL FRANCHET D'ESPEREY, THE ALLIES' COMMANDER-IN-CHIEF AT SALONIKA.

General d'Esperey has held high commands since 1914, and took part in the great advance to the Aisne, and held the position next to Sir Douglas Haig's Corps in the crossing of the river. He was appointed to Salonika in June last. He telegraphed on September 23: "The successes obtained by the Allied Armies in Macedonia are attaining the character of a great victory."—[French Official Photograph.]

men confined themselves to denouncing fire, when they ought to be denouncing arson. If one man burned down another man's house in broad daylight, it would be a plain and positive advantage to the incendiary that we should confine ourselves to abusing the conflagration. He would be de lighted if the neighbours would only stand in a ring round the burning house, and bellow and wail in a sort of chorus, "O Fire, atrocious Fire, cruel and devouring element, what graceful architecture and valuable furniture are you not ruthlessly consuming; how many harmless human lives have you not destroyed; how many women have been burnt in you as witches; how many saints and philosophers have been slain by you as heretics; how ruinous you are when you race over a prairie, and how fatal and indiscriminate when you attack the crowds in a theatre! Diabolical and abominable Fire, we curse the name of Prometheus, who brought thee not from heaven, but rather from hell! Let us pass a unanimous resolution abolishing Fire." That is precisely the way in which some people talk about War; but it is obvious that, if they talked like that about fire, there would be more fires and not fewer. While the chorus was being chanted and the resolution passed, the practical professor of arson would make his escape and begin to set fire to another There would be nothing to stop him from reducing all civilisation to a field of ashes.

The modern suggestion, which takes many forms, to the effect that the great war was vaguely begun by everybody, and should vaguely be ended by everybody, fits this parallel precisely. It is

a proposal that we should think about the inhuman fire, and not think about the human firebrand. And the rest of the comparison is correct; it not only does not restrain him, but it does definitely encourage him. If we say that this war was everybody's fault, everybody will know that any war he makes will be called everybody's fault—that is, nobody's fault. Every man will know that he can at any moment

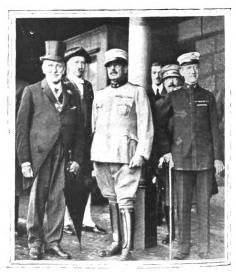
know that he can at any moment commit a crime which will be called an accident. Every ruler will know that he can, whenever he pleases, perform an act of aggression which will be called an act of God. Or rather, it will not even be called anything so mystical and disputable as the act of God—it will actually be called the act of humanity. We shall be solemnly told that "all nations are equally to blame" for something which one nation does, whenever that nation may choose to do it. These, stated with strict fairness, are the philosophical and political principles on which we are now again being asked to base what is called a permanent perce. The wilder of these wags also describe it as a reasonable perce.

The practical form of this problem is the question of compensation for the raviges of the war. Upon that the two parties stand clearly opposed—those who blame fate, which is like blaming fire; and those who are so fantastic as to blame the men who set fire to other men's houses without the faintest provocation. The case to which this applies most clearly, of course, is the case of; Belgium, which nobody even pretends was guilty of any provocation. It is a fact that Belgium was invaded by Prussia and not Persia; it is a fact that Prussia in-

vaded Belgium and not Baluchistan; and it is a fact in the same sense that she did it without cause or quarrel. The German Chancellor confessed that he was committing a wrong; and the German Chancellor himself actually promised to pay compensation for that wrong. He said plainly in the Reichstag, at the very beginning of the war, that he admitted the duty of Germans repairing a damage when their military object was achieved." It would indeed be an irony if they could not be made to do it when our military object has been achieved. It would indeed be extraordinary if they could not be forced by common justice to perform, when they are conquered, what they were forced for very shame to promise even when they were conquerors. Yet in this country there are still Pacifists who are more Prussianists than the Prussian Minister. There are still idiots posing as idealists who talk about an international fund to repair the wastage of the Flemish and French fields and cities-a subscription collected from all the States, whether innocent or guilty. According to them, Germany must be excused even from what Germany expected, or else pretended very hypocritically to expect. There is nothing to be said about such people, except that the mere word "international" seems to mesmerise and

stun them; and if somebody were to propose an international pair of trousers, to be circulated in rotation among the Presidents of all the Republics, they would not have the moral courage to laugh, TH

But, of course, Belgium is only the working model, and by no means even the main example. The ruin of Serbia has been even more complete; the aggression against Serbia was quite equally unquestionable. If Austria did not wantonly force war on Serbia, no State in all history ever did or ever will force war on another. These cases are far clearer and simpler than the majority of common criminal cases in which men are jailed and flogged and hanged. But they will serve very well as a simple example of the absurdity of re lieving our feelings by raving against the abstract idea of War. War is not an institution, like a post-office, which we are proposing to erect or preserve. War is a consequence of some men being tyrants. Some man or men read a request for arbitration: some man or men tear it up, and take the full responsibility for tearing it up. In doing so they take the full responsibility of every pang that torments the Pacifist imagination of every ruin that is lamented by the Pacifist rhetoric. And one thing is absolutely certain-that if such men are not held answerable for doing such things, such men will do them again; and myriads of such men will do myriads of such things, again and again until the crack of doom. They can be punished and made to pay after the wer; but if they only pay as we pay after the war, just as they have been punished only as we have been punished during the war, then from such evil equality will spring up again every element of pride and peril. These things are obvioussane men have said them since the war began; but there is a good reason for saying them once again before the war ends. For the war is already ending; and the hour will soon strike when we shall have not to say this, but to do it.

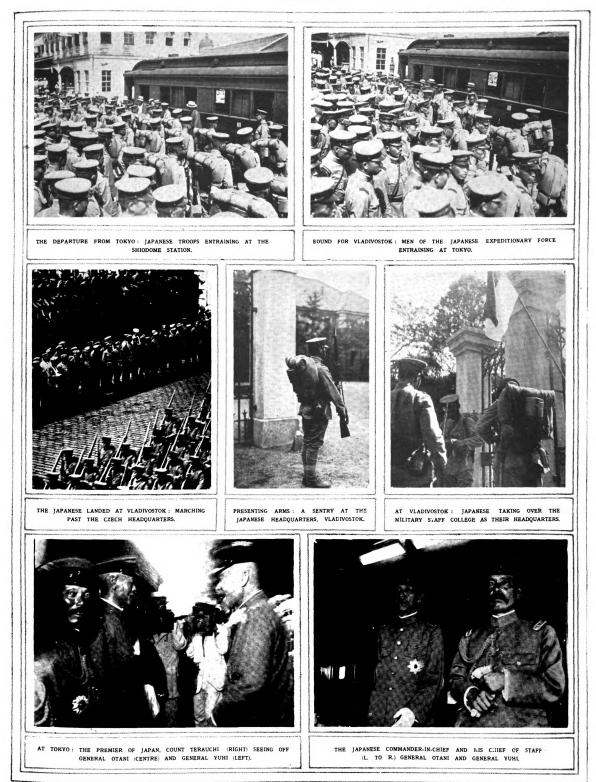


THE MAYOR OF ROME RETURNS THE LORD MAYOR'S VISIT: PRINCE
COLONNA (CENTRE), WITH SENATOR MARCONI (RIGHT), JUST LANDED
IN ENGLAND,

Don Prospero Colonna, Prince of Sonnino (the Mayor of Rome), and Senator Marconi (wearing Italian naval uniform) recently arrived on a visit to this countr. They reached London from Folkestone on September 22. The Lord Mayor xl. London, Sir Charles Hanson, was in Rome a tew weeks ago.—[Photograph by LNA]

## THE JAPANESE EXPEDITION TO SIBERIA: FROM TOKYO TO VLADIVOSTOK.

PHOTOGRAPHS BY C.N.



The Japanese troops have already achieved notable successes in Siberia. On September 5 they occupied Khabarovsk, 400 miles from Vladivostok, and on the 19th they captured Blagoveshtchensk, with 2000 prisoners. General Otani, Commander-in-Chief o. the Expediditionary Force, with General Yuhi, the Chief of Staff, and the Staff, left Tokyo on August 12. The Prime Minister, Count Terauchi, and the Ministers of War and the Navy were present

at the station to bid them farewell. The vanguard of the Japanese forces had landed at Vladivostok on August 11, and on the following morning a battalion of the Japanese contingent was given a ceremonious reception by all the Allied forces at Vladivostok. Large crowds watched the proceedings, and there was great enthusiasm. Among 'he Allied forces in Siberia are Fritish, French, American, and Caccho-Slovak troops.



London gave a splendid welcome to the band of the Royal Regiment of Italian Carabinieri which arrived on September 23 from Folkestone, where the bandsmen had stayed a weekend. They were entertained there by the Mayor of Folkestone, Sir Stephen Penfold, and the Italian Vice-Consul, Cavaliere Ronco. In London a crowded week was arranged for them, and on September 30 they leave for a provincial tour.—Describing the great victory in Palestine, Mr. W. T. Massey writes, on September 21: "Nablus, the Shechem

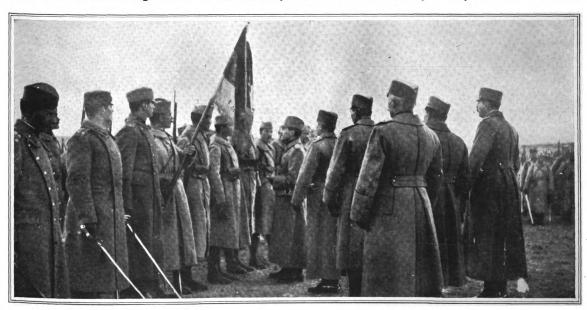
of the Bible, was taken this afternoon by Australian Light Horse and French mounted troops."—The Japan Chapter of the American Red Cross, whose first contingent for service at Vladivostok lelt Tokyo on August 5, was organised from trained workers at St. Luke's Hospital, Trukiji, Tokyo. In the centre of the group are the American Ambassador and Mrs. Morris, with Mr. John Reifsnider, head of the contingent.—Major Gabriele d'Annuario, Italy's poet-airman, was invested by King Victor with the Military Order of Savoy.

## An Aeroplane as Pulpit: A Field Service under Novel Conditions at an Aerodrome.



RELIGION AT A BRITISH AERODROME ON THE WESTERN FRONT: A CHAPLAIN CONDUCTING A SERVICE FROM THE BODY OF AN AEROPLANE, Army chaplains at the Front have to adapt themselves to circumstances. While the spirit of their teaching remains the same, its external accessories vary greatly according to circumstances. The "church," the "altar," and the "pulpit" take strarge forms.

## The Share of the Yougo-Slavs in the Redemption of Serbia: A Royal Inspection of Officers,



THE VICTORIOUS ALLIED OFFENSIVE IN THE BALKANS: THE CROWN PRINCE OF SERBIA (CENTRE, FACING TO LEFT) INSPECTING YOUGO-SLAV OFFICERS. Since the Allied offensive on the Balkan front began on September 15, the Serbian troops have won a series of splendid successes towards the liberation of their much-tried country, while the Yougo-Slavs have also taken a gallant part in the advance. A Serbian official communiqué of September 22 said: "Serbian troops in their victorious advance have

forced all German and Bulgarian reinforcements to retreat. The strategical consequences of the cutting of the two main lines of the enemy communication and the piercing of the enemy front are now enormous, and all surrounding enemy forces are feeling the effects. The advance in depth from the 15th inst. to the 21st is now more than 40 miles."

## YOUGO-SLAVS AND CZECHO-SLOVAKS.

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## By E. A. BRAYLEY HODGETTS.

THERE appears to be some confusion in the minds of the general public as to the difference between the Czecho-Slovaks and the Yougo-Slavs. Before defining that difference, however, I should like to take this opportunity of registering my protest against the absurd spelling, from an English point of view, of these racial designations.

The Yougo-Slavs are generally presented to us in the strange guise of Jougo-Slavs, as though the name was derived from the French word joug — yoke; hence a number of intelligent people still think that the Jougo-Slays are Slays under the yoke; and one of the aims of the war is thus, very plausibly, the emancipation of the Slavs from the foreign voke. As a matter of fact these Slavs are the Slavs of Southern Europe, the Slavs of the Balkan Peninsula, of Dalmatia and Southern Austria-the Herzegovinians, Bosnians, Croatians, Roumelians, Slavonians and Slovaks, and, of course, also the Serbians. It is, indeed, the desire of all Yougo-Slavs to form one great Serbia under the rule of King Peter, and in alliance with Italy. The Slavonic word for South is Youg. pronounced as written. In German, however, the letter J is soft, and pronounced like our Y; and  $\hat{\mathbf{e}}$ s the Austrian and German papers have had much to say about these Southern Slavs, we have copied the German spelling, just as we have copied the German spelling in such names as Warsaw, Wilna, etc., for the German W is pronounced like a  $\Gamma_i$  and the German V is pronounced like a  $\Gamma_i$  and the German V is pronounced like a  $\Gamma_i$  and the German V is pronounced like a V, and the German in the Slav word for "South" as it is pronounced, with a V. In Slavonic languages there is a soft U as there is a hard U; and, consequently, we are not offending Slavonic susceptibilities by refusing to adopt the German form of spelling. The same is true of Czechs. We have got into the way of printing Tzar as it is pronounced; why should we not talk of the Tzekhs, instead of adopting a to us meaningless German conventional sign?

We have seen who the Yougo-Slavs are; who, there do not conceive who have do not such wonderful deeds in Siberia and probably changed the entire situation in Russia? Are they a special race, like the Anglo-Saxons, or are they a mixture of races; what are they? The Czechs we know; they are those surprising Bohemians, of whom we have read so much, who had so much to do with the Thirty Years' War, and who were nearly exterminated. Thanks to the Slavophil

movement in the middle of the last century, their racial consciousness was revived. To evade the lynx eyes of the Austrian police, they formed themselves into bands of gymnastic societies, called themselves Sokols, or eagles; and, with the help of Russian money, started a Slavophil propaganda, with the object of emancipating themselves from Austro-Hungarian rule; and forming a great Slav Confederation. When the war broke out, the Czech, or Bohemian, soldiers surrendered to the Russian armies. However, they were not alone: with them were Croatians, Slovaks, Moravians, and other similar races of the patchwork empire. As they were all Slavs, and as the Czechs predominated, they were called Czecho-Slovaks; and as they all hated Austrian rule, they surrendered whenever and wherever they could, and the Russians gave them land and settled them-or, at least, a great many of them-in Siberia, where they married Russian wives, and lived happily until the accession of Bolshevism, with which they were not in sympathy. They therefore petitioned the Bolsheviks to let them proceed to Vladivostok and join the Allies. This permission being refused, they have proved a thorn in the side of the Bolsheviks—a nucleus of resistance for sensible Russians to rally round.

## THE GREAT OFFENSIVE AGAINST RATS.

OF all the Little Brothers of the Prussian the most destructive is the brown rat (Miss Decumanus), known as "the Hanoverian" to our eighteenth-century ancestors. He is the hungriest and most cunning of foragers in our cornfields; and it is estimated that ten rats devour a grown man's ration of bread in the course of a year. Estimates of the number of rats living on our country differ widely; striking an average, we get 40,000,000, whence it appears that the amount of damage they do every year must run far into eight figures. And as they are microbe-carriers of a most dangerous type, it is clear that the campaign against rats which is now being planned is a work of national importance, as vital in its way

The following statements will bring home to everybody the vest importance of the new offensive. In the first place, every man, woman, and child in this island is attended silently, invisibly, by a foul creature which destroys or damages food-stuffs and spreads disease. Secondly, not only in war-time, but also in peace-time, they actually deprive us of more food than the U-boats did when they seemed for a time likely to determine the issue of the war. The brown forager is the U-rat we are called

as the hunting of the U-boats.

upon to extirpate. The old black rat (Mus Rattus), who came to us in the early Middle Ages, is seldom seen nowadays, except in the upper store, so of dockside warehouses (the basements of which are occupied by his brown rival), in certain little coastwise islands, and in a few localities in Southern England. Why and how the black rat—whose pelt often has a curious mauve colouring—has been beaten in the struggle for existence is a scientific problem which has not yet been satisfactorily solved.

It has not, apparently, been the result of open warfare. Nobody seems to have seen a fight between black and brown rats; rat for rat, the decision would be doubtful, for Mus Rattus, though smaller than his rivel, is fiercer and less tractable, being less easily tamel, and will some times bear himself gallantly and adroitly in a contest with a ferret, though the latter is invariably the victor. A friend of mine, who takes core of a wharf and warehouses in Dockland, tells me that he has seen black and brown rats feeding on the same upper floor of a granary; their relations had a look of armed neutrality, however, for they did not mingle, but kept to different corners. My belief is that the brown rat has prevailed

#### Bu E. B. OSBORN.

because he increases and multiplies more rapidly, is less particular in his diet, is more intelligent and inventive, and has developed his social gregariousness to a greater extent. The keenest student I know of wild and half-wild creatures resident in this country tells me that the black rat will not feed where the brown rat has left his scent—just as on the ranges of Western America cattle will not graze where sheep, those "hoofed locusts," have passed through.

Like many other creatures attendant on man, the rats have suffered from the food shortage. Some twenty years ago-owing, no doubt, to a great increase in their numbers-they began to invade the open countryside, and are now found living in the hedgerows everywhere. Since the war began the spur of hunger has made them amazingly audacious, especially in the London suburbs, where they can be seen searching the dustbins or ravaging allotments in broad daylight, There are many ways of waging war on rats. But an experienced terrier is their deadliest enemythough I once owned a dachshund who was a wondrous expert in rat-killing-and I do think that the O.B.E. ought to be conferred on the fourlegged champions in the coming offensive.

## PARACHUTES AND AEROPLANES. By C. G. GREY, Editor of "The Aeroplane."

A LMOST every few days lately a notice comes through from war correspondents at the Front to the effect that here or there German aviators have been observed descending from damaged aeroplanes by parachutes. One of the latest examples actually talks of the whole crew of a large German bombing machine, which had been set alight by some of our people, landing by parachute in the Canadian lines.

It may seem curious to a good many people that we have never heard of British aviators descending from aeroplanes in a similar manner. Our kite-balloon people have been using parachutes practically ever since kite-balloons were brought into use in the British Army; and one would therefore, naturally assume that if the kite-balloon people use parachutes when the balloons are set on fire by German aeroplanes, or by the new German shells with clockwork fuses, the aeroplane people would likewise use parachutes.

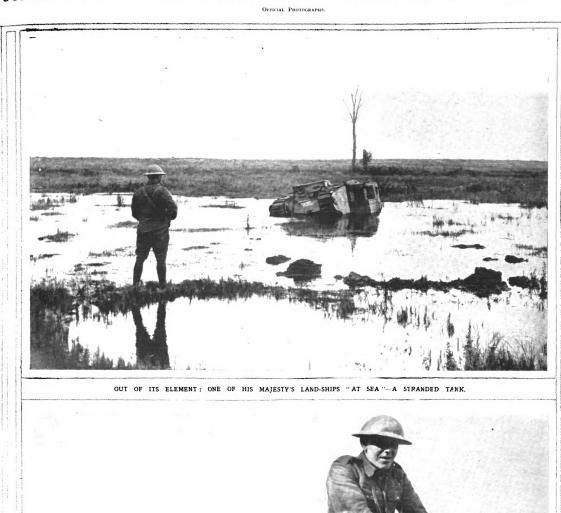
The objection to the parachute on the part of aeroplane people generally—that is to say, not only the Higher Command, but even the pilots nemselves—is that they fear it may spoil the performance of their machines by making them

slower owing to its protruding above or below or beside the machine; or else they fear that its extra weight would prevent the machine from climbing as high as they would like to go, course, it is highly commendable on the part of all these officers to prefer to have efficient performance. which naturally means ability to kill more Huns. to assuring their own safety by carrying parachutes. But, as a matter of fact, this objection is very largely imaginary. Their idea of a parachute is that it is a thing like that which the kiteballoon people used in the early days of the war, and still use in some sections; that is to say, a great big, heavy, awkward thing, confined in a sort of foolscap bag hanging out of the side of the balloon-basket. The modern parachute, however, is quite a different affair. It only weighs a matter of 30 lb. or so, with all its fittings—which, after all, is merely the difference between a thin pilot and a fat pilot; and it is fitted right inside the body of the aeroplane, so that it does not make the slightest difference to the performance, so far as its excrescences are concerned.

The Germans had kite-balloons for three or four years before the war, whereas it took pretty nearly a year of strenuous agitation after the outbreak of war to convince the authorities then in power that the British Navy and Army ought to have kite-balloons also. Consequently, the Germans have had four years' start of us in ki.e-balloons, and so, according to the rules of the game, they ought to be allowed four years start of us in the use of parachutes from aeroplanes. However, certain people in this country, who rather believe in hurrying things, have been agitacing pretty strenuously for a year or so in favour of fitting parachutes to aeroplanes.

There is no doubt whatever that the fitting of purachutes to war-aeroplanes would afford very great consolation to the crews. Even though an occasional parachute might go wrong, there is every reason to believe that the number of such failures would be a very minute percentage of the successful descents. If every fighting man in an aeroplane knew that he had a very sporting chance of getting down practically unhurt in the event of his machine catching fire in the air, or being shot out of control, it would increase his moral strength enormously, and remove the continuous subconscious strain caused by knowing that if his machine catches fire, or is shot out of control, there is no possible means of escape.

## STRANDED, AND TRANSFORMED: WAR MACHINES IN ODD CONDITIONS.





A TANDEM SICYCLE AS AN ELECTRICITY-GENERATOR: AN INGENIOUS GERMAN TRENCH-DEVICE IN BRITISH HANDS.

The Tanks—otherwise known as his Majesty's Land-ships—which have done such splendid service in the Great Advance, are quite at home in navigating the billows of the earth, such as mounds, hillocks, trenches, and parapets, and other terrestrial undulations, but they are not the "kind of ship" that floats upon the water. A day may come, possibly, when they will be amphibious on soil and sea, as flying-boats are in sea and air, but the same that time is not yet. Occasionally, a Tank is stranded like that seen in our upper photograph, embedded in a flooded morass. The lower illustration shows an ingenious German method of generating electricity for a wireless installation in the trenches, captured in the British advance. A tandem bicycle with its wheels removed has been fixed to the ground, and the pedal wheels connected by belting with a small dynamo.

# THE UNITED STATES AT WAR.

## X.—HER VAST INTERIOR TRANSPORT PROBLEM.

By Edward Marshall.

TRANSPORTATION has played a great part in this war, a part of vital import even in these British Isles, with their area of 121,311 square miles, and with London distant only 286 miles from Paris and the Front. What part, then, must it play in the warfare of the United States, with a national area of 5,308,483 square miles; 3191 miles between San Francisco, on its westernedge, and New York, the principal port of its military embarkation for the war-zone, and a mighty stretch of 4020 miles of sea and land between that port and the nearest point upon the European fighting-line?

We are all likely to think America's one problem of transportation that of getting men across the sea. As a matter of fact, that problem of pure transportation is no greater than, if it is as great, as her terrific task of first concentrating at her Atlantic ports of embarkation men, supplies, armament, and ammunition from all parts of the vast American country. The one strain making the sea task super-hard above the land task is that added to it by the German submarine. German piracy develops on the land as on the sea, and this danger of malicious mischief to American railway trains has been, and is, so definite, that with the dawn of American belligerency came the necessity of armed guards, ready to shoot to kill, along almost every mile of the nation's railway network. This has been met at an immense cost of men and money; and, in spite of the minute organisation, various outrages of enemy origin have occurred, at considerable cost of lives and treasure.

In order that America shall fight efficiently, it has been necessary for her to overhaul each mile of her whole transportation system, just as the same process has been necessary in the European fighting countries. Note the difference in the undertakings: Great Britain's total railway mileage is 23,436; Germany's, 39,600; Austria-Hungary's, 28,706; Canada's, 29,208; France's, 31,807; Italy's, 10,957. The United States' total railway mileage is 255,332.

The effort of the whole immense nation, with its hundred-million population, has been devoted to the creation of armies, equipment, and supplies to be poured eastward into a few Atlantic-port

cities for trans-shipment by ocean, requiring the construction of new Atlantic terminals of a magnitude hitherto undreamed of. Furthermore, that flow of laden traffic always from West to East has presented an extraordinary problem of returning empty rolling stock and locomotives from East to West. Many a car (I think you would call them "trucks" on this side, although Europe sees no actual duplicates of the American freight railway vehicle) having travelled almost as far as from New York to London heavily laden, has been hauled back wholly empty to its start-ing-point. The cessation of European exports to America has made economical railway operation very difficult by reason of this very complication. Added to the intense need for haste was an immense demand

for coal due to Allied shortages, and immense unwonted exportations, and to abnormal consumption by vast munitions manufactures, producing in the United States a railway fuel shortage almost comparable to that existent here, and a labour shortage which has sent women into men's employments almost as extensively as here. Yet all, now, is moving well and smoothly.

Well, all the vast American railway system was nationalised by one stroke of the pen as soon as the United States began to get into her war-stride. Many of the presidents and other high officials of the railway systems of the country entered Government employ in that class of patriots now world-famous as "dollar-a-year" men. If there was heart-burning or jealousy in any quarter, the nation has heard nothing of it. Every individual and company interest instantly was submerged in



THE UNITED STATES NAVY IN BRITISH WATERS: THE WATCH ON THE CONNING-TOWER OF AN AMERICAN SUBMARINE PATROLLING FOR U-BOATS.—[Phetograph by Topical]

the great necessity for getting on with the war. Labour usually has pushed, and never seriously has hindered.

The President's son-in-law, Mr. McAdoo—long one of the nation's greatest railway men, and the father of the amazing railways which are sunk in those unperalleled tunnels which, passing under-

In a Report recently issued, the Director-General calls attention to the first results. Saw during the period of extraordinary weather which last winter tied all Northern railways up with snow, varying from six inches to sixty feet in depth, no ship destined for the war-zone has had to wait for cargo because of railway inefficiency.

Capacity has been immensely augmented by the increase of car-loads, train-loads, and economical routing, made possible by the operation of all the railways as a single system. Recently in a single western "railway territory," during a period of sixty days, 8966 "cars" were so "routed" as to save 195 miles for each truck's journey, giving a total distance economy of 1,754,805 miles. Under private control, the lines employed 2325 officials of the higher classes, drawing annual salaries of more than £4,000,000. Under Government control, the work was done by 1925 officials, drawing annual salaries of a little more than £3,000,000.

Consolidation of ticket offices, alone, effected a string of nearly £5,000,000, cessation of adversising saved another million pounds. Elimination of duplicating passenger-trains (that is, of trains upon competing lines running between the same points and bergaining for traffic) saves more than a million miles of passenger-train traffic annually west of the Mississippi River, and more than 26,000,000 miles in the more thickly settled portions of the country east of that great waterway.

During the first six months of 1918, the railways carried something in excess of 22,000,000 more tons of freight than during a like period of last year—the largest in the nation's railway history up to its end.

I shall not go into the vast figures of the wages paid to the employees of the American railways. The totals are too large to be significant to my imagination: to state them is like stating the celestial distances. But there has been a great improvement in working conditions since the railways have passed into Government control, and little or no trades-union grumbling. Women are employed in constantly increasing numbers.

Much discussion has been going on as to the probability of the return of the railways to private ownership and management after the war ends. General opinion seems to be that this is most unlikely. One of the indications of this unlikelihood is the constant discussion of plans for the Federal insurance and pensioning of railway employees.

Of course, every effort has been made to relieve the rail-ways of all unessential traffic. Perhaps the most interesting has been the establishment of aerial mail-routes, which also serve for the training of war-aviators and the testing of war-machines. Flying in the regular air-mail service between Washington and New York, carrying 210 pounds of mail-

carrying 210 pounds of mall-matter, Aerial Postman D. C. Hart the other day covered the distance of 135 miles between Washington and Philadelphia in one hour and twenty-three minutes, and the ninety miles between Philadelphia and the New York City landing-park in forty-aine minutes. The total elapsed time for this mail delivery was two hours and twelve minutes, as against about five hours by the fast railway mail-trains.

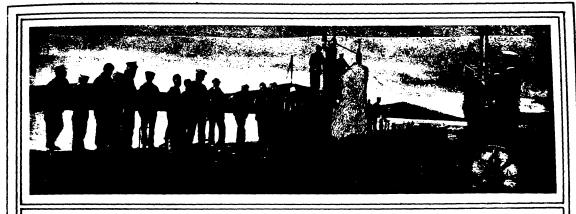


In British waters to patrol for u-boats: a "nest" of american submarines tied up to their mother-ship -t; : crews on deck.— $[Phetograph\ by\ Topical.]$ 

neath the lordly Hudson River, connect Manhattan Island with the New Jersey mainland—was made Director-General, and began to plan, for the first time in the history of the United States, a coherent scheme of transportation management and operation. All the 255,332 miles of railway were automatically linked into a single "system."

## AMERICAN SUBMARINES IN BRITISH WATERS: HYDROPHONES; HAMMOCKS.

PHOTOGRAPHS BY TOPICAL.



SUBMARINES TO CHASE SUBMARINES: SOME OF THE AMERICAN NAVY'S UNDER-WATER CRAFT OPERATING IN BRITISH WATERS.



SLEEPING QUARTERS IN A U.S. SUBMARINE: TIERS OF HAMMOCKS AND THEIR OCCUPANTS.



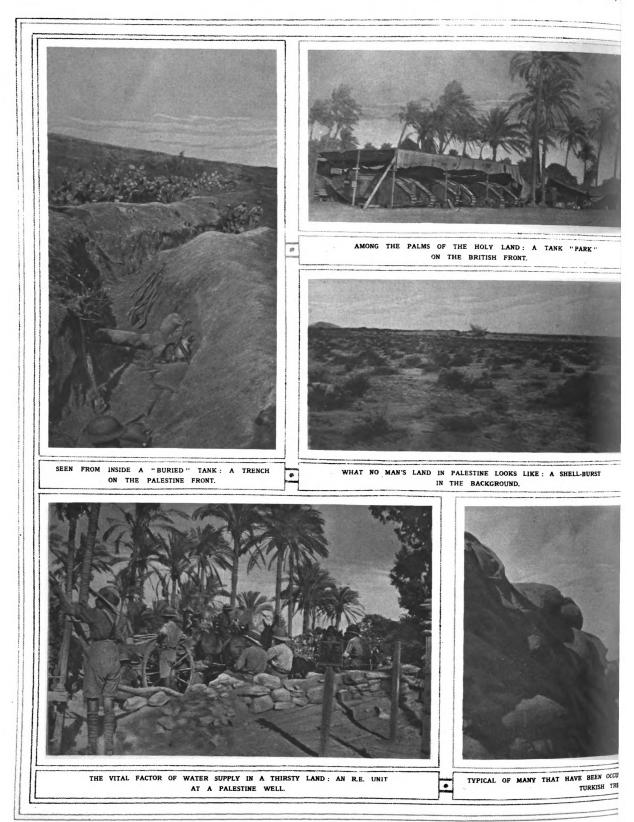
TRACKING U-BOATS BY SOUND: USING A HYDROPHONE IN A U.S. SUBMARINE.

United States Navy has for a long time past been co-operating with our own in the waters, with excellent effect, and, as mentioned by the King in a message to dent Wilson, the greatest cordiality prevails between the officers and men of the two services. As our photographs show, submarines form part of the American squadron, and are, with other craft, engaged in hunting the enemy's boats of their own type.

Space on board a submarine is naturally limited, and it requires some gymnastic skill to the bridge, and measures are taken accordingly.

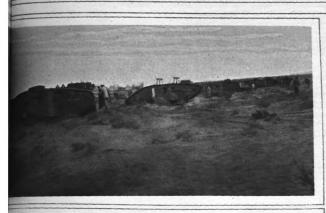
phone in use is particularly interesting. This is an apparatus for detecting the presence of enemy submarines by sound. With its aid, the throb of their propellers can be heard at a great distance, and it is possible for a trained listener to follow the direction of the sounds. The information thus obtained is communicated through a voice-pipe to

## THE GREAT ADVANCE IN PALESTINE: "ALREADY 18,0



Though naturally not taken during the recent battle in Palestine, that event lends especial interest just now to these photographs illustrating previous phases of the British advance, the work of Tanks, the nature of the country, and the general conditions of the campaign. The first official announcement of General Allenby's great advance said: "During the night of September 18 our troops commenced a general attack on the front between the Jordan and the sea. To the east of the Jerusalem-Nablus road, British and Indian troops advance. At 4.30 a.m. on the 19th, the main attack (in which French troops participated) was launched." Later official reports showed the magnitude of the success. "By 8 p.m. on Frid

## ISONERS HAD BEEN COUNTED, AND 120 GUNS COLLECTED."



SANDY GOING: BRITISH TANKS DURING THE CAMPAIGN IN PALESTINE.



A "CAGE" FOR TURKISH PRISONERS IN PALESTINE: A BARBED-WIRE ENCLOSURE AND ITS INMATES.



GOING INTO ACTION: A FRONT VIEW OF A BRITISH TANK IN PALESTINE.



TCTORIOUS TROOPS: A CAPTURED INE.



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HIS MAJESTY'S LAND SHIP "TIGER" ON THE PALESTINE FRONT: A BRITISH TANK, WITH SOME OF ITS CREW.

20), the enemy resistance had collapsed everywhere, save on the Turkish left in the Jordan Valley. . . . On the north our cavalry, traversing the field of Armageddon, had occupied Afuleh, and Beisan, and were collecting the disorganised masses of enemy troops and transport as they arrived from the south. All avenues of escape open to the enemy, except the is the Jordan between Beisan and Jisr-ed-Damieh, were thus closed." A communiqué of September 22 stated that "already 18,000 prisoners had been counted and 120 guns On the 23rd an unofficial message reported that up to that day the number of prisoners had risen to 25,000, and that the whole Turkish Army had been rounded up.

# THE WORLD OF FLIGHT

## THE FUNCTIONS OF AN INDEPENDENT AIR FORCE.

By C. G. GREY,

THERE has been some little discussion of late in certain papers concerning the functions of the Independent Force, Royal Air Force—as it is officially called. One critic, of the highest military standing, went so far as to say that, if the Independent Force, R.A.F., had been attached to the Allied Armies on Aug. 8, instead of operating against the Rhineland and manufacturing centres in Germany, the German retreat might have been

turned into a rout. He even went so far as to talk about the I.F. bombing the old apple-women of Mannheim, and in a general way gave one the impression that he considered an Independent Air Force to be a waste of men and material, besides being contrary to the principle of unity which, thanks to the able generalship of Marshal Foch, has proved such a marked success of late.

The Royal Air Force came into being largely as the result of Parliamentary agita The chief argument in favour of its creation seemed to be that the sea is one element, and is controlled by the Navy; the land is another, and is the affair of the Army; and the air is another, and therefore ought to have a third Service all to itself. The opponents of this argument held, with reason that sailors and soldiers alike breathe and move in the air, and that the air is therefore common to both Services. They stated that an aeroplane or a seaplane was merely a vehicle which carried a sailor or a soldier on his lawful occasions, and that there was no need for a third Service at all, as the R.N.A.S. and the R.F.C. fulfilled all necessary requirements.

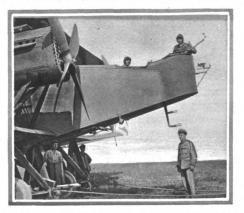
A third section held that the Navy should have its own Air Service for all matters directly affecting the work of the Fleet, such as sea-scouting, coastal patrols, and attacking enemy ports; that the Army should have its Flying Corps for purely military operations within what the French call "the zone of the Armies"; and then, in addition,

there was need for an Imperial Air Force, whose duty it would be to carry war into the enemy's country by air, quite independently of the strategy of the Navy or the Army, but in accord with the general strategy of the War Cabinet—or, as it would be to-day, of the Allied War Council.

As things have turned out, we in this country have adopted the form of the first section and the principle of the third. That is to say, we have a Royal Air Force, complete with Air Ministry and Staff, which attends to all aerial affairs. But in practice this force divides itself automatically into three parts,

one of which is under the executive command of the Navy, one of which is under the executive command of the various General Officers of the Armies with which it is co-operating, and a third, which is the Independent Force R.A.F., and carries on its own operations against the enemy without reference to either the Navy or the Army, and is responsible for its actions to the Air Council alone. This division of labours is at any rate logical. An Independent Air Force, which for the sake of brevity one may call the I.A.F., would carry

war into enemy territory wherever the Navy and the Army could not do so. We have the authority of Mr. Kellaway, one of our own Government officials, for the statement (which he made in a public speech) that an air raid over a munition area causes the loss of thousands of man-hours of work—which means just so much munitions not produced, which is the same thing in its effect on the Army as producing them and then blowing



AT A BRITISH AERODROME IN FRANCE: ONE OF THE R.A.F.'S

BIG BOMBING-MACHINES READY TO START ON A FLIGHT.

Official Photograph.

them up. If air war can be carried into the enemy's country regularly and in sufficient force over a sufficient area, it must seriously deplete the supply of munitions, and thus weaken the resistance of the enemy's armies in the field.

Now, as regards the critic who will have it that the Independent Force would have turned the German retreat into a rout if the I.F. had been ably, and would have given the Hun a lesson in the physique of Slosstruppen. But they would have paralysed our Fleet, and would have left all sorts of openings of which the enemy could have taken edvantage.

In a precisely similar, though in a smaller way the removal of the I.F. from its regular work of hindering German munition production

and transport would have given the enemy opportunities for recuperation. The diversion of this force, on or before Aug. 8, would almost certainly have made a vast difference to the result of the American push at St. Mihiel on Sept. 11, for the continual bombing of the railway communications at Metz and Treves, and of the German defensive aerodromes in Alsace-Lorraine, must have made the defence of St. Mihiel much more difficult. And who knows but that the re-establishment of direct railway communication between Toul and Nancy and Verdun may have greater strategic effect on the course of the war than any of the apparently greater advances of the past few months?

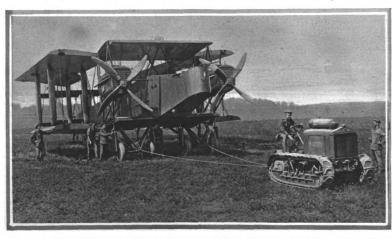
There are more ways of killing a cat than by choking it with cream, and there are more ways of making an army retreat from a defensive position than by pushing it in the face. Also, there are more ways of using an air force than by turning it on to fight enemy aircraft, or bomb and machine-gun retreating troops. Such work of direct attack is purely the affair of the force which used

to be the R.F.C., and is now the R.A.F. units operating with the Army. It is no more the affair of the Independent Air Force than it is of the former Royal Naval Air Service.

It is possible, though one cannot produce figures for or against the argument, that the Independent Force, R.A.F., was formed before the R.A.F. Army units were as numerous as the

Army required; but if the War Cabinet decided-as one presumes it did-that the time had come for creating an Independent Force, then who is in a position to dispute the de-cision? But doubtless it would be impossible ever to give the Army all the aeroplanes it would like to have; and so a start for the I.F., or LA.F., had to be made somewhere. One feels sure that the average soldier fully believes that the Navy could well spare half at least of its men and material to add to the Army; and it is equally certain that the enthusiastic sailor would feel justified in adding to the strength of the Fleet

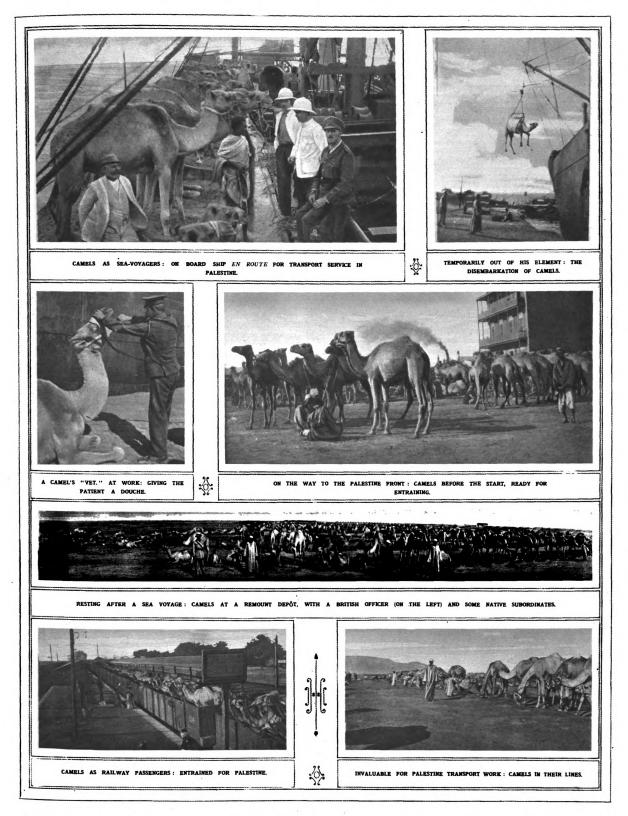
at the expense of the Army. It is quite a healthy attitude of mind, and merely results from each man's belief in the prime importance of his own Service. Consequently, either would cheerfully get men and material from the I.A.F. in order to strengthen his own Service. Which is precisely why an Air Ministry, complete with Secretary of State, is needed to keep a nice balance between the claims of the three Flying Services, though one believes that, as time goes on, the Air Ministry will become more and more wrapped up in the operations of the Independent, or Imperial, Air Force.



AT A BRITISH AERODROME IN FRANCE: A SMALL MOTOR-TRACTOR GETTING A BIG R.A.F. BOMBING-MACHINE INTO POSITION.—[Official Photograph.]

operating with the Army. One might, if one wished to enter into a controversy with him, equally well argue that if some 500,000 bluejackets and stokers, with their officers and arms and ammunition, had been taken away from the Grand Fleet and its auxiliary craft, and had been pitched into the battle, say, at Arras or Amiens when the enemy was on the move rearwards, they would have turned the retreat into a rout. A matter of forty divisions composed of healthy and hearty sailor men would have shaken the German defence quite consider-

## FACTORS IN ALLENBY'S VICTORY: TRANSPORT CAMELS FOR PALESTINE.

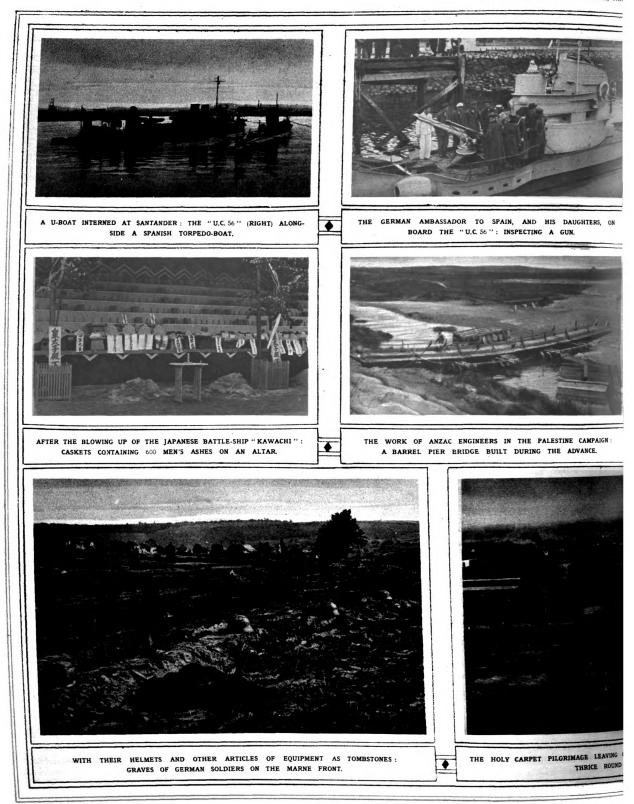


The camel, whose military characteristics have been immortalised in Kipling's verse, has proved invaluable as a beast of burden in our Eastern campaigns. He has travelled in his thousands to Palestine, and he must be credited with his due share in General Allenby's great victory, for transport has been one of the main difficulties of the campaign, and the

useful "oont" has contributed to the solution of the problem. Our photographs illustrate the work of a Camel Remount Depôt for the supply of animals for transport service on the Palestine front. It was in charge of a British officer (seen in the long narrow photograph) to whom his Oriental subordinates must look up as to one of the sons of Anak.

## THE WORLD UNDER THE SHADOW OF WAR: NAVA

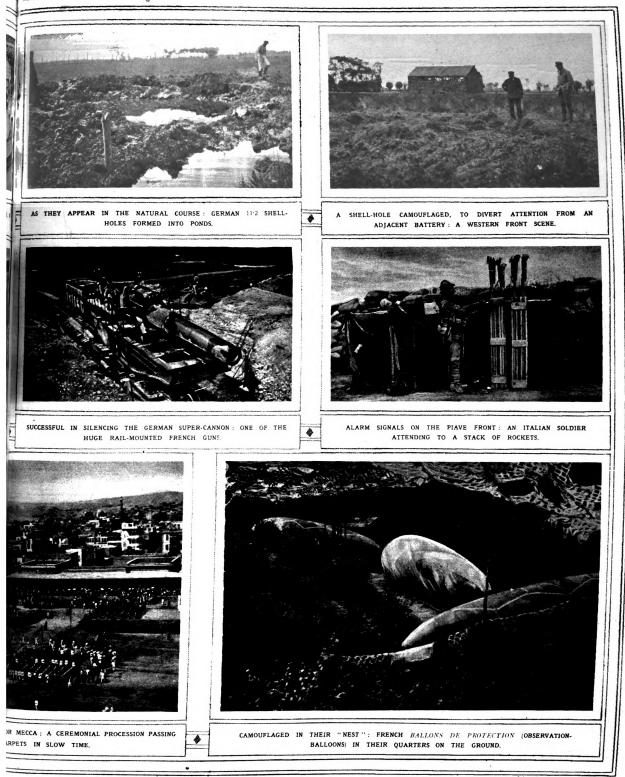
PHOTOGRAPHS BY VIDAL, C.N., TOPICAL, ITAL



These photographs gathered from far-distant parts of a world still lying under the shadow of war are for the most part self-explanatory. In two cases, however, some further notes may be of interest. The Japanese battle-ship "Kawachi," a Dreadnought completed in 1912, blew up and sank in Tokuyama Bay on July 12, and it was stated at the time that the casualize were over 500. The number was apparently under-estimated, for, according to the information supplied with our photograph, illustrating a memorial service held in honour of the richest escena ratanged on the altar contain the ashes of more than 600 men. The "Kawachi" was the second war-ship lost by Japan in harbour during the war, for 0 January 15, 1917, the battle-cruiser "Tsukuba" was wrecked by an explosion while anchored at Yokosuku, with the loss of over 200 lives. The Pilgrimage of the Holy Carpel from Cair

## AND MILITARY EVENTS IN EAST AND WEST.

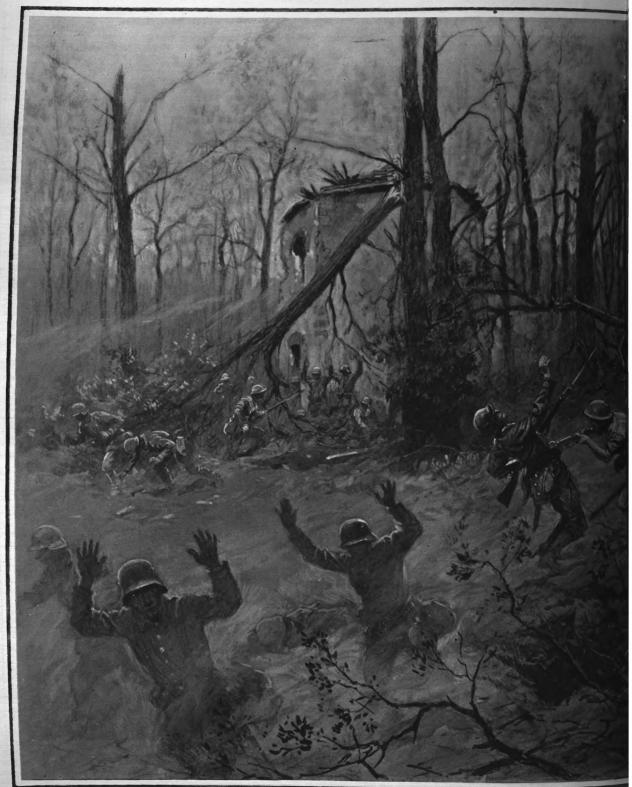
NAVAL OFFICIAL, AND FRENCH OFFICIAL.



to Mecca is a great annual event in the Mohammedan world. It was arranged that this year's pilgrims should leave Suez for Jeddah on September 4, and their safe arrival with the Carpet at that Arabian port was announced on the 9th. From Jeddah, of course, they proceed overland to Mecca. Important ceremonies attend the departure of the Pilgrimage from Cairo. The Holy Carpet itself consists of a number of pieces of tapetry to form hanging, or curtains, for the Kaaba, the Tomb of the Prophet, at Mecca. They are carried on large frames which are seen in our photograph, with their escort, drawn up in the centre, while the leading pilgrims pass thrice round them in procession accompanied by the sacred Mahmal, a symbolic palanquin which is always taken on the pilgrimage. It is seen on the right in the central group.

## AMERICAN COLD STEEL FOR GERMANS IN FRANCE: UNITED

FROM A DRAWIN

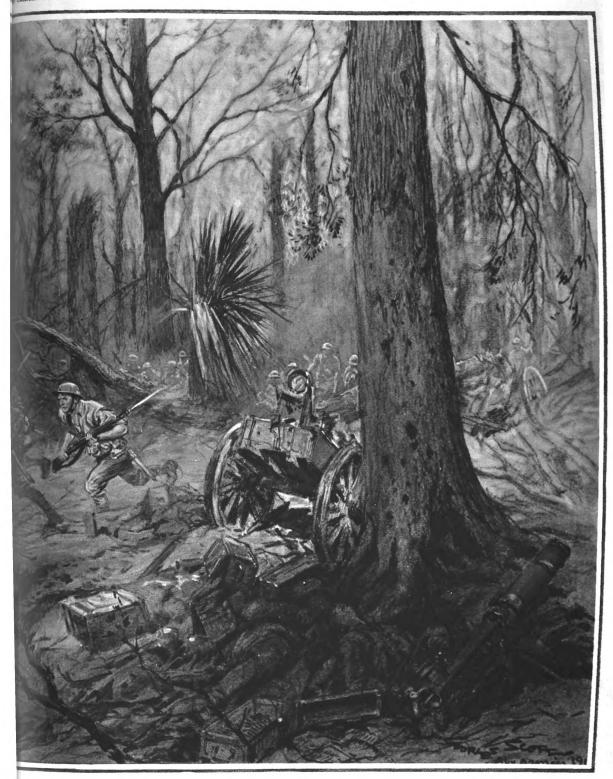


## HAND-TO-HAND FIGHTING IN WHICH THE GERMAN IS NO MATCH FOR THE AM

The war has shown that the American soldier is, man for man, far the superior of the German. The fact has been proved in many a hand-to-hand encounter, of which the above drawing shows a typical instance, the clearing of Belleau Wood by American Marines, an action which took place some little time before the great American advance at St. Mihiel. On that splendid success Sir Douglas Haig recently sent a message of congratulation to General Pershing, in which he said: "All ranks of the British Armies in France welcome with unbounded admiration and pleasure the victory which has attended the initial offensive of the great American Army under your personal

## STATES MARINES ROUT THE ENEMY WITH THE BAYONET.

GROWGES SCOTT.



## MEN OF THE UNITED STATES NAVAL BRIGADE CLEARING BELLEAU WOOD,

ad." The United States forces in France are growing every day. It was recently stated that the number of troops embarked for Europe during August was 313,000.

By American Marines, it is interesting to recall that some of them fought side by side with British Marines, under an American officer, at the defence of Peking an incident which is commemorated on the memorial to the Royal Marine Light Infantry in St. James's Park. Such coincidences naturally add to the cordiality elations between the troops.—[Drawing Copyrighted in the United States and Canada.]





AUTHOR OF AR PROXICE COLUMN TOP AT USE ON METALCINE - DIATES THE RESIDENCE

NECESSITY is the mother of invention, and the war has introduced us to such cogent necessities that a numerous family of inventions might be expected as the result. Nor have those who foresaw this been disappointed. Putting aside for the moment manslaying devices like tanks, machine-guns, and aeroplanes, the number of mechanical inventions produced since the war is legion. Most of these

never come to the ears of the public, and have been adopted in munition factories with the one purpose of lessening the demand for skilled labour-or, in other words, of enabling untrained workers such as women or discharged soldiers to do by the help of machinery what before the war was done only by the hands of men trained by long years of apprenticeship. It is quite true that most of this new machinery is used at present for the manufacture of warlike appliances of one kind or another; but it is none the less the case that it can nearly all be turned, when peace at length comes, to peaceful purposes, and that the "jigs"—to call them by their professional name-which enable an unskilled girl to turn out shells by the hundred can, with very little alteration, be used for the multiplication of the parts of motor-cars. The result of this should be that if and when we set ourselves to produce that increased output of manufactured goods which alone—as financiers tell

us—will enable us to pay off our War Debt, we shall be able to use unskilled or semi-skilled labour to an extent which before the war could not have been dreamed of—a conclusion which those gentlemen (and ladies) who go on strike would do well to consider.

WAR, PEACE, AND INVENTIONS.

beds of Chile, but have the whole atmosphere from which to draw it, and we are in a fair way to treble our output of wheat and other cereals. Into what this will mean in the provision of cheap bread we have lately acquired some insight, and it is probable

RECRUITING FOR THE R.A.F.: A NERVE TEST DURING THE FIRST MEDICAL EXAMINATION AT UPPER BROOK STREET.—[Official Photograph.]

that we are not yet at the end of our tether in that respect. With the return to the land that this will encourage, we may hope in time to achieve other inventions making for the economical production of food: while the development of aeroplanes and dirigible balloons may give us in time a new and speedy means of transport for the food so produced, which will further lessen the price.

Dangerous as it is to prophesy in such matters, it is doubtful, however, if we can expect any further aid from science in this direction. The discovery of any sort of chemical or synthetic food which shall save us from the need of devouring animals and plants seems as far off as ever, and if anything could have brought it

nearer, it would have been the nece sities-far greater than our own-of the starving masses of Central Europe. Rather is it to the mineral world that we must look for help. One of the most crying needs of the time that will follow the proclamation of peace will be the discovery of a new metal or alloy that will have the resistance and flexibility of steel without its weight. If aluminium, for instance, could be made as strong as wrought-iron without increasing its weight, it has been calculated that our railway trains would burn not more than a third of the coal which they at present consume, and our ships and our factories would probably be able to decrease their consumption in something like the same proportion.

Nor should the economic use of the coal which it will still be necessary to win from the earth be neglected. As the late Sir William Ramsay—who will probably be recognised by future centuries as the greatest scientific of the

turies as the greatest scientist of the age—pointed out some time ago, the burning of the coal at the pit's mouth and its immediate conversion into power in the shape of electricity would be an enormous saving both of coal and labour. Could it be accomplished, power could be distributed for all industries work-

ing under a roof in the same way that water is now, and the means of production would thus be brought, as the advertisements say, within the reach of all. Not the least of the benefits that this would confer on the community would be the wiping out of the reproach of the "Black Country," and the restoration of its natural scenery to one of the loveliest parts of England.

Such are the lines along which modern invention may be expected to develop. Manydisappointments are doubtless in store for us befare it comes to full fruition, but its course is at least possible of accomplishment. What it demands, above all else, is the pulling together and the hearty collaboration of the community. Will it get it 2 F. L.



RECRUITING FOR THE R.A.F.: RECRUITS TAKING THE OATH, AT HAMPSTEAD.

Will, now, this great increase of laboursaving machinery make for the general well-being of the community, or only for the profit of those engaged in its use? The answer to this must depend a good deal on our after-thewar politics, but it is plain that it can be made of the greatest service to agriculture. The motor - tractor now in use for the first time enables ploughing, sowing, reaping, and harvesting to be conducted with something like thrice the speed that these operations took when ac-complished by man and horse, and thus enables one man to do the work of three. Add to this that, as has several times been shown in these columns, we are no longer dependent for our supply of fertil-isers on the nitrate

## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY RIGHARDSON, MORGAN, TEAR ELLIOTT AND FRY, L.E.A., VANDYK, SHARP, LAMBERT AND LAMBERT, WELCHMAN, LAPAYETTE, NICOLL.

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dances over thin ice, and runs away from situations her liberty-loving soul finds inconvenient. The book is full of

## NEW NOVELS.

"Sylvia Scarlett." As Mr. Compton Mackenzie develops the series of books which, properly speaking, may be said to have begun with "Carnival," we can watch the modifications of his method. He is, as we know, the inimitable exponent of joyous youth. He revels in the lights and shades of a certain Cockney humour which is, to our mind, as gaily witty as anything the world

"Sylvia Scarlett" (Martin Secker) is another window opened upon the adventures of the people of the "Sinister Street" circle. Once more the fiddles tune up, the lights glow, and men and maidens masquerade upon the stage of life. People will remember Sylvia as the friend of Michael Fane's Lily. Here she plays the chief part, and her history is covered from her birth—and before it-to her thirtieth year. It is not, for all its four

Towards the end of the volume, when she has tried marriage as well as many other things, we find her arriving at a certain philosophy. She looks out on her Bohemian world, and discovers that she can sum up its major problem in the aphorism: " Prostitution is selling one's body to keep one's soul; one might say of most marriages that they were selling

one's soul to keep one's body." But she is not often so consciously reflective.

mirth-provoking situations, Mr. Compton Mackenzie being apparently carried away by Sylvia's irrepressible liveliness.

She handles men with the skill of a girl who is not swayed by passion, but has rather taken its measure and is strong in her own control. She is an artist, and she has the art of livng, too, at her finger-tips. "Sylvia Scarlett" shows Mr. Compton Mackenzie again as a master of



A young American writer, led by Stevenson and Louis Becke, has taken a trip to the South Pacific in "Rotorua Rex" (Skeffington), and the result is an hour's amusement for the novel-reader. The lines are, as may be guessed, fairly familiar ones; but Mr. J. Allen Dunn has introduced the novelty of placing his island nights entertainment some time in the Great War-at a date which can only be guessed at by the circumstance that the young man from America has not been called up in the service of his country.

Rotorua Rex is the noble savage, a man unspoiled

schooner Manawa, containing three rascals and one just man, dropped anchor in the harbour. The Commis sioner's fair daughter and her aunt were the guardians



ON THE BRITISH WESTERN FRONT IN FRANCE: SORTING TOMMY'S MAIL Official Photograph

of fifty thousand dollars, a prize to set the aforesaid rascals plotting.

Vance Loudon, the man of honour in the Manawa's quartette, took a resolution to save the dollars and the daughter from the kidnapping conspiracy. After this, Rotorua and a native rival have their parts to play; and the story hums until a timely British gun-boat comes to the rescue of the hero, and blows sky-high the machinations of his enemies.

Mr. Dunn is so kind to his British characters that we hope he will forgive us for pointing out that no Englishman, Cockney or otherwise, ever spoke the dialect he has evolved for Sergeant Bristol. Some of us do drop our "h's," and pick them up again too—but not quite in this extraordinarily wholesale and laborious fashion.



WITH THE BRITISH IN ITALY AN INTELLIGENCE OFFICER EXAMINING GERMAN CORRESPONDENCE .- Official Photograph.

hundred and ninety pages, nearly long enough, and we are glad to see that it is to be followed by the further experiences of Sylvia and Michael. So far, Sylvia tries this

by the touch of civilisation. His kingdom was left without a British Commissioner when the trading-

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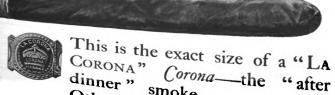
BOCK, HENRY CLAY, CABAÑAS, FLOR DE CUBA, J. S. MURIAS, LA ROSA DE SANTIAGO, MANU'AL GARCIA ALONSO, VILLAR Y VILLAR, CAROLINA, and PEDRO MURIAS.

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## LADIES' NEWS.

A MERICA is responsible for a state of affairs in our luxurious homes and hately the have to be changed. Central heating, whether by hot air or hot water, resulted in women wearing the thinnest of clothing in the house. There were no such things, for smart ladies, as winter frocks. Chiffon, crèpe-de-Chine, georgette, taffeta, were usual. It was rather the correct thing to season-mark such ethereal clothes by a line of fur here or there. Also it was fashionable to wear velvet; in this case the bodice was usually chiffon or lace. So warm were stairways, corridors, and rooms that winter clothes, in the usual acceptation of that term, would have been unbearable indoors. This coming winter they will be necessary, for fires will be possible in only a few rooms, and the greater portions of houses and hotels will remain unheated. The King has, it is stated, ordered that there is to be no central heating in Windsor Castle or Bucking-ham Palace. Doubtless his Majesty's example in this, as in other patriotic ways, will be widely followed. Doctors are saying that this change in interior heating will make for better health-that there will be fewer cold ailments; so virtue will not be left to be altogether its own reward.

The Mayor of Rome, receiving civic hospitality here in return for that shown to our Lord Mayor in the Eternal City, bears two ducal titles in virtue of his wife, who is, in her own right, Duchesa di Rignano and Calcata, and is a Lady of the Palace to the Queen of Italy. The Mayor is a younger brother of Prince Colonna, head of that historic family, and is a near relative of the Marchesa Imperiali, wife of the Ambassador from Italy to our He is Prince Prospero Colonna, and is about sixty. He is also Prince of Sonnino, and has some sons and a daughter. The Colonnas have always been fayour-The Colonnas have always been favourites at the Italian Court, and are among the White Catholics; those who are attached to the Vatican being called, for distinguishing purposes, Black Catholics

The engagement of Miss Victoria Mary Dugdale to Major the Hon. Wilfred Bailer, D.S.O., Grenadier Guards, brings many things to mind. The bride-to-be is the Queen's god-daughter and namesake, albeit she is commonly called Vera. Her mother is her Majesty's lifelong friend, the most intimate the Princess May possessed outside the royal circle. Together in Switzerland the Princess and Lady Eva Dugdale made many an expedition in their girlhood. Lady Eva is still in the Royal Household, in which her handsome husband, Colonel Sir Frank Dugdale, also has an appointment. Miss Dugdale is an only

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ONE OF THE NEWEST THINGS IN COATS. Of light-blue velour cloth, with a cape collar and front and back panel of beaver, this coat quite reconciles one to chilly autumnal days.

daughter, and is a friend of the only daughter of our daughter, and is a friend of the only daughter of our Royal House of Windsor, repeating in this generation what began in its predecessor, when the Queen and Lady Eva, also only daughters, were triends. Major Wilfred Balloy is the eldest and only surviving son of Lord and Lady Glanusk. As he is in the twenties, a Major in the Guards and a D.S.O., his military career is already distinguished. His next brother, also in the "G.G.," was killed in 1915; and the youngest, a midshipman, in the naval action off Jutland. Lady Eva Dugdale is the Earl of Warwick's sister; and Colonel Sir Frank is a brother of Mr. James Boughton Dugdale, of Wroxall Abbey, County Warwick.

The order of the bath is to be decidedly chillier-not the Most Honourable Order instituted in 1399 and revived in 1725, but the most cleanly and luxurious order instituted early in civilisation, continued more or less luxuriously ever since, while conveniences for it have been immensely facilitated of late in our own country. In early Victorian days a well-equipped bath-room with a good hot-water supply would hardly have been found in one out of ten mansions of the great; now one is included in every suite of an up-to-date hotel, and modern houses have one or more according to size and requirement. In the Prime Minister's official residence there was no bathroom until Mrs. Asquith instituted five. In Windsor Castle itself King Edward had to plan out and put in bath-room accommodation. Even with rationed fuel and gas we shall be greatly better off for baths than were our forbears. The serious complaint aired so generally, "We would rather do without food than baths," is rather an exaggeration. It is true that high-pressure ranges are extravagant, but with care a couple of hot baths a week will be generally possible, and that is no bad allowance— our grandmothers had, perhaps, one in their bedrooms in seven days. The lady who is anxious to have a Thermos bath installed would not be so hygienic in reality as in thought. Bath-water does need changing !

Not often does the Mayor of a provincial town have such a piece of news to tell as his Worship of Nottingham last week, when he announced the engagement of Lady Victoria Cavendish-Bentinck to Captain Michael Erskine Wemyss. The public is keenly interested in Lady Victoria, who is the only daughter of as popular a Duke and Duchess as ever graced the strawberry leaves. Queen Victoria personally held her in her arms at her christening, for which the beautiful miniature gold font, made for the baptism of an heir to Welbeck long ago, was used. It was, of course, also used for Lord Titchfield's reception into the Church. Lady Victoria is very democratic; she

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Bath Salts - - 2/9 & 7/2 | Bath Dusting Bath Salt Tablets - 2/9 Face Powder, in

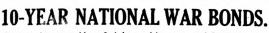
5 tints -

Powder-Toilet Soap (3 tabs.) 7/2 - 5/- Bath Soap - - 1/9

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MORNY FRÈRES LTD. 201, REGENT STREET, LONDON, W.I.

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Persons who are unable to find the requisite amount of Capital for the immediate purchase of National War Bonds can avail themselves of the War Bond Scheme of the Standard Life Assurance Company, under which the Company will provide the required Capital and purchase the Bonds on behalf of the proposer, who will repay the Company

## BY MEANS OF ANNUAL INSTALMENTS.

The following are examples of the annual cost for each £100 Bond-.. £9 2 .. £9 3 .. £9 7 Age 35

> The STANDARD LIFE Assurance Company. Estab. 1825

3. George Street, Edinburgh, or to any of its Branches. adon Offices: 83, King William St., E.C. 4, and 3, Pall Mall East, S.W.
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## The All-British GANESH **PREPARATIONS**

92, NEW BOND ST., LONDON, W. Phone-Gerrary 178:

5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.

nesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself remove lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6 ab Diable Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 10/6, 21/6, 57/6

Ganesh Eastern Lity Lottion, made in three colours, is a liquid powder, perfectly sale, and a great skin beautifier, 5/6, 9/6, 12/6.

Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.

ADVICE GRATIS.

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## Matchless!

Golden as the sunlight that tips the cigarette with flame is the pure Virginia tobacco of which alone Kenilworth Cigarettes are made. And just as the burning-glass intensifies the fervour of the sunshine, so that particular tobacco intensifies the pleasure of smoking.

You will find a Kenilworth the matchless cigarette—for "matchless days" and all days.

In size, in weight, and above all in

quality, Kenilworth Cigarettes are absolutely unchanged. Ask for Kenilworth Cigarettes by name, and so make sure of getting "the real thing in the right size."

Kenilworth Cigarettes are made of mellow golden Virginia leaf yielding a fascinating aroma. They will compare favourably with any Virginian Cigarettes you can obtain, no matter how high the price. Yet Kenilworths only cost 1/4 for 20, 3/3 for 50, 6/6 for 100.

FOR THE FRONT.—We will post Kenitworth Cigarettes to Soldiers at the Front specially packed in airlight tins of 50 at 2/6 per 1/0, duty free. Postage 1/- for 200 to 300; 1/4 up to 900. Minimum order 200. Order through your Tobaccomist or send remittance direct to us. Postal Address:—14, Lord Nelson Street, Liverpool.

# Kenilworth Cigarettes

COPE BROS. & CO., LTD., LIVERPOOL AND LONDON. Manufacturers of High-class Cigarettes. 'stituted of really well, and when in the North, and petrol phays golf really was plentiful, ran down from Langwell to Brora several times a week for a round on those sporting links. She always joined in the local competitions, and so did her



A HELPER ON "INDIA DAY": THE HON. MRS. ERIC THESIGER—AND CHILDREN.

The Hon. Mrs. Thesiger is the wife of Lieut-Col. Eric Richard Thesiger, Queen's R.W. Surrey Regiment, who was recently wounded. In our photograph she is seen with the rchildren, Master Cedric Paul and Miss Desirie Thesiger. Mrs. Thesiger is helping to get funds to raise huts for Indian soldiers on all fronts. The Hon. Eric Thesiger is a brother of Lord Chelmsford.—[Photograph by Val F Estrange.]

sister-in-law the Marchioness of Titchfield. It was characteristic of her that, soon after war began, she entered an aeroplane factory as a whole-time worker under the name of "Miss Bentinck," with a friend known as "Miss Pierrepont." Until the King visited the works and recognised her, she continued to be regarded as an ordinary hand. A very good rider to hounds, Lady Victoria had good practice when at Welbeck. Her brother was married privately at Welbeck. Queen Alexandra and Princess Victoria travelled there for the ceremony, Lady Titchfield having been one of her Majesty's Maids-of-Honour. There is a private chapel in the Abbey, which is a wonderful building; a large portion of it, having been added by the eccentric fifth Duke, is partially underground.

Captain Michael Erskine Wemyss is the only son of the late Mr. Randolph Wemyss, and is a brother officer of Lord Titchfield in the Royal Horse Guards, and he is a nephew of Admiral Sir Erskine Wemyss, First Sea Lord of the Admiralty. He is a wealthy man in money and acres; Wemyss Castle and Torrie House, County Fitc, both belong to him. The former is a fine old building overlooking the North Sea, and is in no way like Castle Wemyss, Lord Inverclyde's residence at Wemyss Bay on the Clyde. Lady Dalmeny and her sister and brother are first cousins of Captain Michael Wemyss; their mother married the late Lord Henry Grosvenor, and died at Eaton Hall when her boy was born. She was a brilliant and beautiful woman, and the elder of the late Mr. Randolph Wemyss's two sisters.

There is no room for doubt that the draped silhouette will be the line followed in autumn fashions. There is the old cry of injustice to stout figures; but no one ought to be stout who lives on their rations. Extra weight, in these days, is too much open to suspicion to be favoured by fashion. The return to the slim form is very welcome, for we were coming to that which led an ungallant King of England to say that his German wife was about as easy to embrace as a box. No woman will be very sorry to say good-bye to the all-round-curtain-from-the-shoulders style; it was easy to make, and easy to wear, but never alluring or fascinating at all. The new modes as seen at Debenham and Freebody's are delightful, and give possessors of graceful figures once again a good conceit of themselves.

A. E. L.

It is a noticeable and excellent sign of the times that at the recent meeting of the Board of McClinton's, Ltd., and D. Brown and Son, Ltd., the well-known soap manufacturers, of Donaghmore, Ireland, Messrs. R. Rutledge, S. Gallaher, G. Burns, and J. Moore were appointed Managing-Directors. Mr. Rutledge has been "on the road" for thirty-three years, and is senior representative

in Ireland. Mr. Gallaher was also on the road for eighteen years, and during the past twelve years has acted as commercial and advertising manager. Mr. Burns has a twenty-one years' record, and was appointed Secretary in 1906; and Mr. Moore has been thirty-three years in the firm, managing the farm and timber business. The firm is opening distributory dep8ts in London and Belfast; the actual manufacture will be continued in Donaghmore, but the new premises will relieve the pressure occasioned by the increased demand for "Hibernia" Shaving Soaps, "Colleen" Toilet Soap, and other toilet preparations.



A BUSY WAR-WORKER: MISS MURIEL AGAR.

Miss Muriel Agar is the only daughter of the Hon. Francis Agar, brother
of the Earl of Normanton, and the Hon. Mrs. Agar, of Hammerwood
House, Midhurst. Miss Agar is an earnest worker for the VAD.
The Hon. Mrs. Francis Agar is a daughter of the late Mr. Henry Keinnard, of Shopwyke House, Chichester—[Photograph by Yrennde.]

Why Public
Demands Cannot
Be Met.

The fact that Wolsey should be difficult to
get, is but one of the discomforts of war
conditions. Growing demands for Army and Navy
have impelled the Government to control the
manufacture of all woollen underwear for civilian
needs—with the result that public demands for
Wolsey cannot now be fully met.

Wolsey for years has fought the battle of British underwear against
German in the markets of the world—and Wolsey worth has won.
When Government permits it, however, British-ande Wolsey will
again enter the struggle. On a fair field, quality and worth are
sure to win—victory must lie with Wolsey.

THE WOLSEY UNDERWEAR CO., LEICESTER.

# What is a Sardine? The answer is

## OBAYO SARBINES

The Élite of the Sea

The war introduces Obayo Real Sardines to Great Britain Highgrade quality. Every tin guaranteed. See the gold & blue label & insist upon Obayo.

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The General Electric Company, Ltd., express their regret to all customers who are unable to obtain Osram Lamps.

Millions of Osrams are on National Service, and the demands of the Government naturally take precedence.

The G.E.C. have made arrangements that will increase the output but not at the expense of quality.



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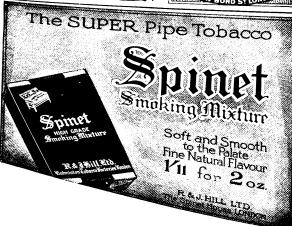
THE ORIGINAL EUXES IS
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WITHOUT THE TEST OF SOME WATER OR INC. THE TEST OF SOME THE TEST OF THE TEST OF THE T

MILLIONS OF PEOPLE

FLORILINE FOR THE TEETH. S OF PEOLE
have used this most economica
Dentifrice with utmost satisfaction
A few drops produce a most refresh
ng lather and cleanser, rendering
the teeth white, and arresting
decay,

Also put up in Powder form.
Absolutely BRITISH







for the hair. It restores health and vigour and crowns the user's head with an abundant growth. It was introduced to the public by Mr. Geo. R. Sims, the famous author, dramatist and social reformer, and its merits have been recognised and gratefully acknowledged in every part of the world. Is your hair getting thin, is it lacking in life and lustre, is it fast falling out? then try Tacho.

# TATCHO ME HAIR GROWER

Prove for yourself that it will do for you what it has done for many thousands who were suffering in the same way. This preparation is not a sticky, disagreeable mixture, but a clear and pleasant remedy which should be sprinkled on the hair every morning and well brushed in. The result will astonish and gratify you. In view of the special offer made below what excuse could you offer for not giving Tatcho a fair trial?

A 4/6 TATCHO TEST bottle for 2/9.

## SPECIAL TATOHO COUPON. The TATCHO Hair Health Brush FREE.

In order to prove the ru verlative merits of Tatcho, the Company, inaugurated under the auspices of Mr. Geo. R. Sims, have set saids for related to the control of the cont

"I guarantee this preparation is made according to the formula recommended by me," GeoRSims

Get your Chemist, who is authorised to do so, to supply a 4/6 bettle for 2/9 or will be mailed from the CHIEF CHEMIST, TATCHO Laboratories, Kingaway, London.

Chemists and Stores everywhere, 1/3 and 4/6.

## "ROXANA," AT THE LYRIC.

I T is not as deep as a well, or as wide as a church-door, this play of Avery Hopwood's entitled "Roxana," which supplies Miss Doris Keane with her new part; but which supplies that much—why, in Mercutio's words, "'twill serve." Roxana herself is not too charming a person—not only flighty, but egotistical, and hard at times: a wife who pretends that the husband she could not get on with is dead, and is punished by finding the audacious creature very much alive and insistent in the country house in which she has sought asylum; and, of course, the comedy in which she figures has corresponding phases of hardness. But then, Miss Doris Keane has plenty of charm to atone for any lacking in the heroine; and the play, like the heroine, has its softer moments. On the other hand, every lover of fun will relish no less the passage in which Miss Athene Seyler, with realistic relentlessness to herself and her looks, portrays a forlorn spinster emerging from her bedroom, her hair scragged back from her forehead, her eyes swollen with tears—"a perfect sight," as the ladies say; hers is brilliant comedy acting. And so, between the rich exuberance of Miss Keane's personality and Miss Seyler's keen sense of humour, helped as these are by the neat work of Mr. Basil Sydney as the Duke who is Roxana's husband twice over-why, we get just now, at the Lyric, very acceptable entertainment.



BLACKPOOL'S PRESENTATION TO THE PREMIER: THE "FREEDOM," IN A CASKET.

Blackpool has presented the Freedom of the borough to the Right Hon David Lloyd George, in a casket of beautifully modelled figures and mounted with the Blackpool Coat of Arms, carried out in faultless style by Messrs. Mappin and Webb, Ltd., of Oxford Street, W.

CHESS.

To CORRESPONDENTS —Communications for this department should be addressed to the Cless Editor, Millord Lane, Strand, W.C.

F L EVANS (Manchester) —The demands on our space permit Chess to appear only every other week. We shall be glad to receive your solutions at any tire.

A W LUYENDYK. - We will endeavour to publish your problem at no distant

EASTBROOK. - Your en pussant problem works all right, excepting that there is no proof that P to Q 4th was Blick's list move.

F W Andrew, W Winter, and F Walker. -Your respective problems are marked for insertion.

market for insertion.

CORRECT SOLUTIONS OF PROBLEMS Nos. 3788 and 3789 received from J
Camara (Madeira); of No. 3792 from C Annable, E G Gibbs, and H
James; of No. 3793 from T A Truscott (Forest Gate), Jacob Verrall (Re
mell), L Chone L In Roque (Peshill), John Watkinson (Huddersfield), H
James, and B G N (Officers' Mess, A.P.O. S. 104).

CORRECT SOLUTIONS OF PROBLEM No. 3764 received from H R James, J Fowler, J S Fortes, G Stillicgfeet Johnson (Seaford), and A H H (Bath).

## CHESS BY CORRESPONDENCE

Game played in the Trophies Tourney of the British Correspondence Chess

Association, L	etween Mesers, C.	E HICKMAN and J	W NEWMAN.
	(Caro Kann	Defence.)	
WHITE (Mr. H.)	BLACK (Mr. N.)	WHITE $(M \cap H)$	BLACK (Mr. N.)
P to K 4th	P to Q B 3rd	17. Kt takes B	Castles (Q R)
P to Q 4th	P to Q 4th	18. B to K 3rd	K to Kt sq
P to K 5th	B to B 4th	19. P to B 5th	Kt to K 2nd
B to Q 3rd	B takes B	20. P to K Kt 4th	QR to Ksq
. Q takes B	P to K 3rd	21. R to Q 2nd	P to B 3rd
b. P to Q B 3rd	Kt to Q 2nd	22. R to K sq	K to R sq
Kt to B 3rd		23. B to B 4th	KR to Bsq
Some authorities consider Kt to 2nd is now the best continuation.		24. P takes B P	Kt tks P (at B 6)
		25. R takes P	Kt to B 3rd
		26. B to O 6th	R takes R
	Kt to K 2nd	27. P takes R	R to K sq
S. Q Kt to Q 2nd Kt to K Kt 3rd D. P to K R 4th P to K R 3rd		28. B to B 5th	Q to B 2nd
P to K K 4th	P to K R 3rd		-

9. Pto K R 4th Pto K R 3rd
No. Pto R 3th K tto K 2nd
Kt to B 3th would only result in
the loss of the Knight.
White comes out of the serimmage
with what ought to have been a won
game were it not imperilled by his
uncovered King. 11. Kt to R 4th P to Q B 4th
12. P to K B 4th Q to Kt 3rd
13. Q Kt to B 3rd P takes P
14. P takes P Kt to Q B 3rd
15. Castles

	29. R to Kt 2nd	R takes P
	30. Kt to B 5th	R to K 8th (ch)
	31. K to B 2nd	R to K 5th
	32. Q to Q sq	Q to B 5th (ch)
	33. K to Kt sq	Kt takes Kt P
•	34. Q to K B sq	Q takes Q (ch)
r	3.5 K takes Q	P to Q Kt 3rd
	36. B to Q 6th	Kt takes P
	37. Kt takes Kt	Kt to K 6th (ch)
	White	e re igns.
-	_	

We have re-eived the latest issue of the Magazine of the British Correspondence Chess Association, which fortunately for it, is not regulated by any dates of the criendar, and can appear when occasion permits. It is still inspired by a cheery spirit of opini ber, and if not a record of dezziling succes, can at lesst tell of numbers m intained, finances prospering, despite the adverse time in which we live. The result of the competitions for 1917-18 are not yet completed, and the only one at pre-ent on which a forecast can be ventured is in Class I, of the Trophics Tourney, where Mr. W. H. Ganston appears to be repeating his last year's success. We quote one of the games in this section.

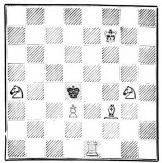
Although White has in some respect the better position, his King is rathe exposed to attack by this move.

15. B to K 2nd 16. R to Q sq B takes Kt

SOLUTION OF PROBLEM No. 3793.- By H. I. M.

P to Q 3rd

PROBLEM No. 3795 .- By H. F. L. MEYER. BLACK.



WHITE.

White to play, and make in three moves

#### BOOKS WORTH READING.

Sylvia Scarlett. Compton Mackenzie. 6s, net (Secker.)
The Mirror and the Lamp. W. B. Maxwell. 7s, net (Gasell.)
Perpetual Fires. Frie Lewlibtter. 6s, net (Allen and Cugwin)
The Law of the Gun. Ridgwell Cullium. 7s, net (Chapman and Hall.)
Glenmornan. Patrick Macgill. 6s, net - (Jinkins)
Our Admirable Betty. Jeffery Farnol. 6s. 6d. net (Sampson, Low and Cool.)

In this age of the rapid development of scientific knowledge, and its utility, a third edition of "Chemistry for Beginners and School Use," by Mr. C. T. Kingzett, F.I.C., F.C.S., enlarged and revised, has been published (Baillière, Tindall and Cox). It is exceptionally valuable in schools and to the general public in war-time, and in preparing the work the author has consistently kept the national interest in mind. It shows clearly the applications of chemistry to the arts and manufactures and will prove a valuable handbook for teachers. It is, withal, as bright and interesting as it is practical, and is, indeed, a generous half-crown's worth of valuable information, clearly conveyed.

## Physiological Laxative.

The only agent that effects the functional "re-education" of the Intestine.

JUBOL Cleanses the Intestine, Prevents Appendicitis and Enteritis, Relieves Hæmorrhoids, Prevents Obesity.

MEDICAL OPINION:

"JUBOL is an excellent combination of active agents for the treatment of intestinal disorders. It is highly successful for chronic constipation, re-education of the intestine, and facilitating the digestive process, while it assists in preventing the development of entero-colitis. Its well-established efficacy deserves the attention of physicians as well as sufferers to the merits of JUBOL."

Dr. JEAN SALOMON, Paris Medical Faculty.





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FROM ALL BOOTS' BRAN NAY STORES.

BEFRIDGE'S. Heavy Hodder's, and the state of the







## In the Sun Scorched Desert

in North East Africa—in the Land of the Pharaohs—amidst the Obelisks and pillared tombs and temples of Egypt—as well as behind every battle front in Europe—our gallant fighting men tell each other that no drink "bucks" them as Freemans Glass Lemon.

The Sphinx herself has no such secret as this one—discovered by the magicians at Delectaland. The Pyramids show no such a triumph of manufacture—that in this one small teaspoonful of simple powder is concentrated all the "bite," all the strength and refreshing flavour of the choicest Lemons from Messina.

**FREEMANS** 

## **GLASS LEMON**

We ask our good friends the general public to kindly note that all this season's supplies of Glass Lemon are reserved for the men in the Army and Navy.

Soldiers and Sailors should ask their Mess Sergeants to keep them supplied with Glass Lemon. Obtairable in all Army, Navy and Y.M.C.A. Canteens.

ONLY A TUMBLER OF COLD WATER—no sugar—is needed to make it—this most refreshing drink for hot climates and for hot weather in all climates.



## THE CHRONICLE OF THE CAR.

The Fuel Question. Whether the boring operations which Lord Cowdray's group is now carrying on will result in the discovery of a

payable oil-field, is purely a matter of specula-tion at the moment. Geological experts and petroleum technologists are agreed that all the indications exist pointing to the presence of oil deposits in the districts which are to be worked; but, as the experience of the American fields tends to show, these favourable indications do not invariably denote the existence of pay-able oil-bearing strata. But whether oil does able oil-bearing stratal. But whether on does or does not exist commercially below the upper strata anywhere within the British Isles, the boring operations have focussed attention even more closely than usual on the home-produced fuel question, of which there are many more aspects than one. Quite apart, for example, from the matter of the existence of free petroleum deposits, there are enormous potential supplies awaiting development in the cannels and shales. Lord Crewe's Committee reported adversely on the possibilities of producing oil

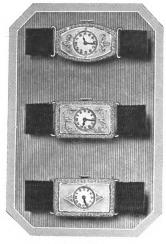
tuel from the cannel coal deposits, chiefly on the grounds that the Petroleum Research Committee had overestimated the quantities of cannel available for retorting,

SUNLIGHT AND SHADOW: A POPULAR CAR IN A WORCESTERSHIRE LANE. Our photograph shows a picturesque lane in Worcestershire, with a popular 16-20-h.p. Woiseley motor-car on a holiday t.ip.

and because of the difficulty of setting aside the necessary labour and materials for the erection of low-temperature retorts. The Crewe Committee seems to favour the

adaptation of existing vertical gas-works retorts to the recovery of fuel oils from coal; but I believe it is a fact that where these retorts have been so adapted, the result has been that a great deal of useless tar and a very small quantity of oil has been the product, for the reason that these high-temperature plants are totally unsuitable for the work. As to the first totally unsuitable for the work. As to the first reason—that the supplies of cannel coal are not as large as stated by the Petroleum Research Committee—I believe that the latter is nearer the mark than the Report of the Crewe Committee would indicate.

The fact is that the cannel coal does not pay to bring to the surface, and is only brought up because it is in the way of the recovery of the coal; but if there was a market for it, it could be brought to the surface in quantities which would justify the optimism of the Research Committee. So far as the difficulty of obtaining labour and material is concerned, Lord Crewe's





His Majesty

HF. Watch Bracelets illustrated are of Crystal, mounted with Diamonds on Platinum backs.

The illustration does not adequately convey the delicacy and beauty of these Watches, which are perfect in design and workmanship, and of highest quality. The price of each Watch is £165.

A catalogue of Watch Bracelets will be sent post free on application.

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for disorders of the LIVER: GOUT, GRAVEL, DIABETES, RHEUMATISM and all ailments arising from Uric Acid.

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## FRENCH GOVERNMENT

Can be obtained at all Chemists, Grocers, Wine Merchants, Stores and Hotels throughout the World.

Wholesale Agents: INGRAM & ROYLE, Ltd., Bangor Wharf, Belvedere Road, London, S.E.; and at Liverpool and Bristol. 



#### and WOUNDS

A Ward Sister-in-Charge at a Military Hospital writes as follo

To the "Sanitas" Co.

May 27th, 1918.

Gentlemen, "I have much pleasure in writing this letter to bear testimony to the wonderful properties of 'Sanitas'. I have been using the solution for dressing one of the most difficult, obstinate, and dirty surgical wounds I have come across in my nearly four years of Military Nursing.

"The area affected is an open amputation through the thigh, to which has been applied gauze soaked in the solution 1 in 3 and changed 4 hourly. At the end of 24 hours, the wound, which had hitherto not responded to other treatment with various lotions, and had been covered with adherent sloughs allowed quite bloodless and lifeless, showed signs of living tissues through the loosening sloughs.

"The patient—an Officer—felt woothed after each application, and looked forward to the changing of the dressing instead of dreading the freshly irritating sensations hitherto produced by each treatment.

"From that day the wound cleaned up rapidly, the temperature, which had been persistently high, came gradually down, the whole general condition of the patient improved, and he is now in a stage of Convalescence, which I am sure he owes to a constant and regular use of your most valuable disinfectant.

of Converseence, which I am some ne over to a constant and regular use of your most valuable disinfectant.

"You may use this letter as you like, for I am quite sure that the efficacy of Sanitas, at a time when the skill and art of drugs and their application are so important for the welfare and future of the British soldier, cannot be over-estimated."

THE "SANITAS" CO. LTD., LIMEHOUSE, LONDON, E.14.

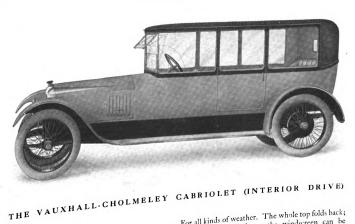


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## "THREE NUNS" CIGARETTES MEDIUM

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For all kinds of weather. The whole top folds back; the side windows drop; the windscreen can be slanted inwards or folded over on to the bonnet.



## Vauxhall motor carriages

THE Vauxhall car that is to-day part of the nation's war equipment is not wholly the same thing as the Vauxhall motor carriage.

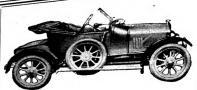
The Vauxhall military cars are intended to take the hard knocks of campaigning. The lines and finish of the body are of a plain kind.

The Vauxhall motor carriages built before the war were highly finished, and expressed artistic ideals; they were among the most expensive of motor carriages, because of the high quality of both chassis and body; and after the war the same class of manufacture will be produced in the Vauxhall works.

The 25 h.p. Vauxhall is considered to be "the finest car on active service." Nothing more convincing can be said about its mechanical superiority. Body-work of the best on a Vauxhall chassis is a combination not to be beaten for refinement of appearance and distinction of performance - the essential features of a motor carriage.

Prospective high-grade car buyers are invited to send for the Vauxhall illustrated war brochure, "Letters from the Front," and particulars of the arrangements for booking orders for after-war delivery.

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## BIG **EFFORTS**

made in the National interests have proved the Swift equal to every call upon its speed, strength and endurance.

In the factory equally big efforts in the same cause have enhanced the skill of designers and mechanics, and made certain a post-war



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AND

Manchester.

Committee have more information than is open to the general public; and I am not going to express any opinion as to that, further than to say that if it be true that we can obtain a high proportion of the fuel oils required for the Navy and our mechanical transport from home sources, labour and material difficulties ought not to be allowed to stand in the way.

To Cheapen Costs.

Another aspect of the fuel question is the one connected with the present highly inflated prices of motor spirit. Even under existing war conditions, these prices are far too high to be justified. The petroleum ring has acted right up to Sir Marcus Samuel's dictum that the price of petrol is what it will fetch, and there does not seem to be the slightest indicate indicate indicate in the state of th Samuel's dictum that the piece of piece of section is fetch; and there does not seem to be the slightest indication that the policy will be altered after the war; nor do I see any that the motoring organisations-are getting ready to fight the battle of cheaper fuel for the motorist. Unless we have cheap fuel we cannot have cheap motoring, and upon that depends the whole future development of motor transport. I am very strongly of opinion that it is to home sources that we must look for that cheaper fuel supply which will assist to curb the rapacity of the ring at whose mercy the whole automobile movement has



TO-DAY AND YESTERDAY: A MILTON COTTAGE AND A MOTOR.

Present and Past are picturesquely illustrated in this photograph of an old cottage at Chalfont St. Giles, celebrated as the place whee Milton wrote the greater part of "Paradise Lost." The modern side is represented by an up-to-date Aust'n motor.

lain these years past, and, further, that we shall find these lain these years past, and, further, that we shall find these sources more in the development of low-temperature recovery processes than in the discovery of free oil deposits. In any case, we know the one source does exist while the other remains doubtful; and it would thus seem to follow that the cool half-million which is to be spent on the attempt to find oil, and the labour involved would have been better expended in the erection of provedly good retorting plants. At any rate, that seems to be the opinion of many of our leading petroleum technologists.

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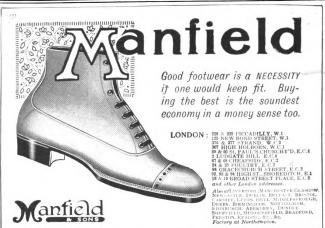




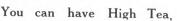
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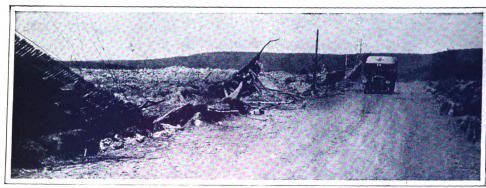
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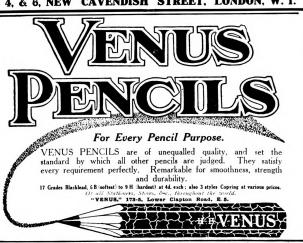
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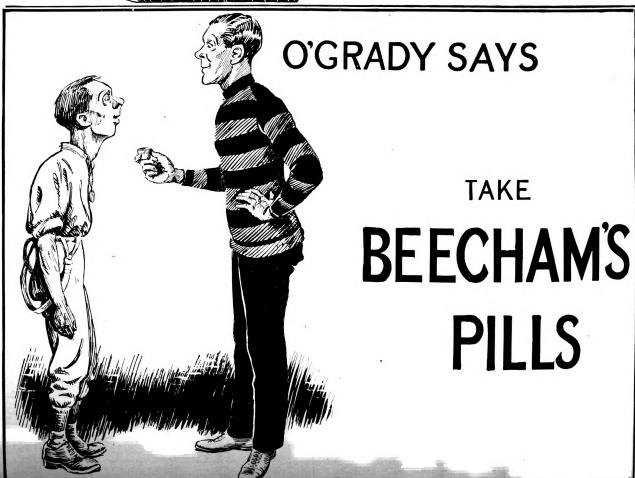
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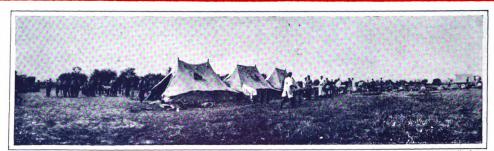
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M. Stempfer, nef de Cuisine to . Queen Alexandra, rlborough House.

## M. Stempfer's RECIPE: SPONGE CAKE

Proportions :-

- 4 oz. Flour
- 4 oz. Cornflour
- 3 oz. Sugar
- 1 dessertspoonful Goodall's Egg Powder.

nint of Milk

- 2 oz. Treacle
- 2 oz. Melted Butter

Mix all these together in a basin, add the milk little by little, then the treacle, to obtain a smooth paste, afterards the melted butter.

Put half in a mould. Into the other half mix some grated chocolate and use another mould. bake these two cakes in a moderate oven for about 40 minutes.

## **GOODALL'S EGG POWDER**

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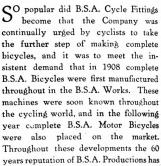
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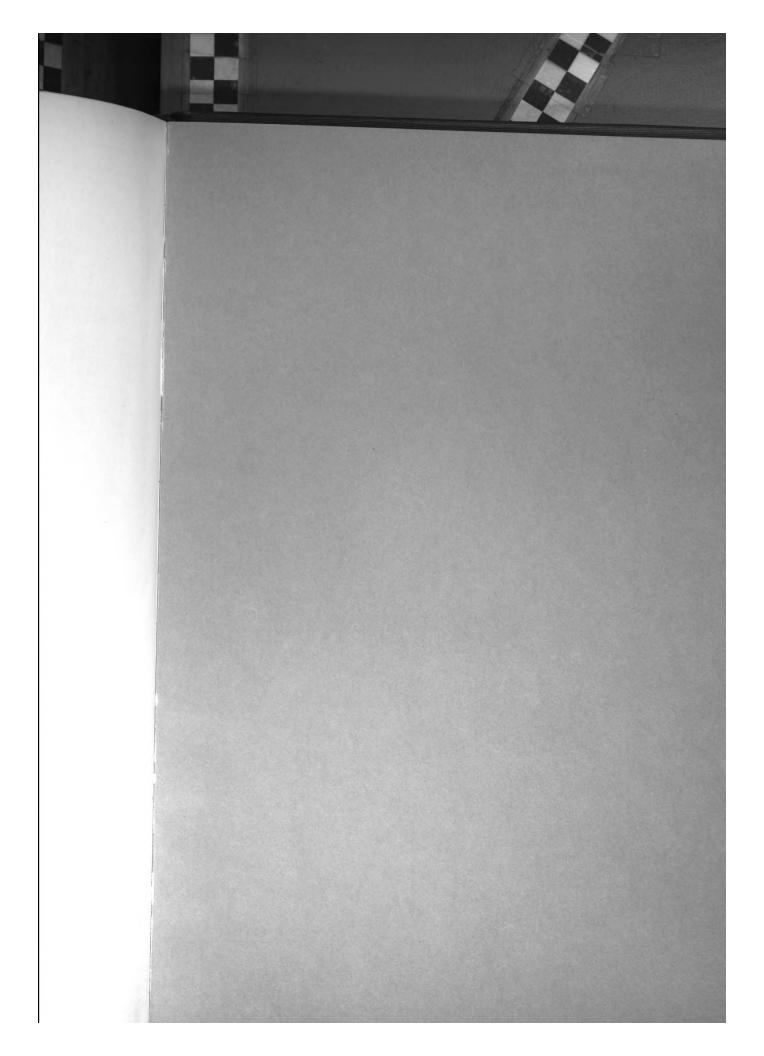
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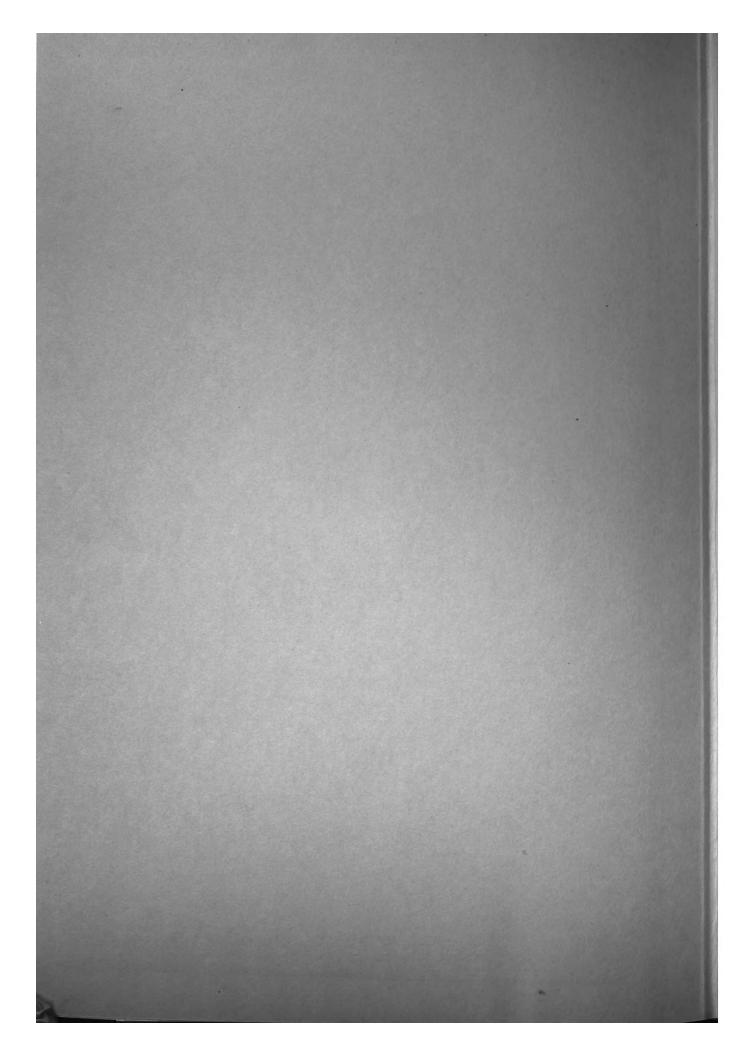


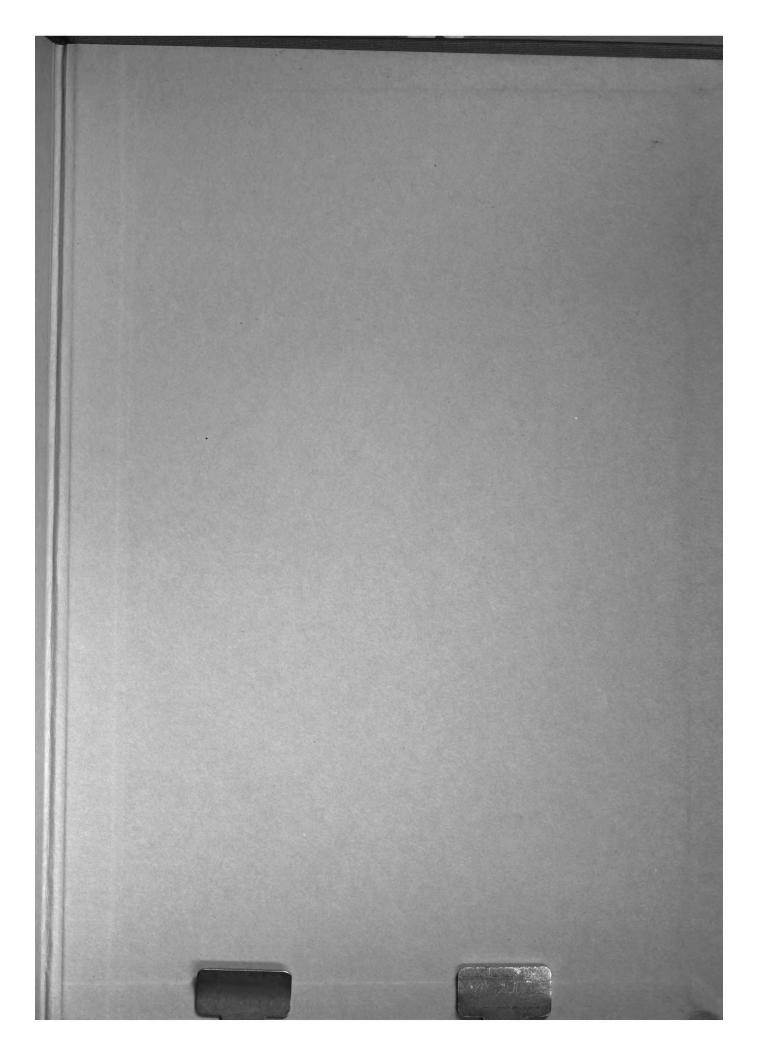
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